

FHWA CA EMERGENCY RELIEF (ER) GUIDANCE (Document #S34808)

Information provided to assist the Engineer in their California "ER" work:

- Date of Incident(s) _____ (Predetermined by FHWA)
 - Last date for Identification of Sites for each disaster _____ (Predetermined by FHWA)
 - Last date for DAF submittal _____ (Predetermined by FHWA)
 - FHWA Emergency Relief (ER) Manual (dated August 2003)
 - FHWA/Caltrans Stewardship Guidelines (Caltrans PDPM, Chapter 2, Section 7)
 - Caltrans Local Assistance Program Guidelines - Chapter 11 (Disaster Assistance)
 - Caltrans Local Assistance Procedures Manual – Chapter 6 (Environmental Procedures)
 - Caltrans Local Assistance Program Emergency Relief Guidebook (Rev 3/2001)
 - FHWA Damage Assessment Forms (DAF) (CA Rev 11/18/04)
 - Questions and Answers (Q's/A's) for Typical Situations (CA Rev 11/18/04)
 - Referenced FHWA correspondence (e.g., #S2573)
 - California City/County Abbreviations
-

The following questions are frequently asked and should help clarify the DAF. There is the possibility of exceptions to any question given a certain situation. Questions are categorized for ease of reference:

Funding, Environment, Bridge, Eligibility

Funding

Q #1) What ER work is funded by FHWA and what ER work is funded by FEMA or OES?

A) FHWA ER funding is for those routes that are "Federal-aid highways." Routes classified as local roads and rural minor collectors are not "Federal-aid highways," but may be eligible for other Federal funds, i.e. Federal Emergency Management Agency (FEMA) and/or State funds, i.e. Office of Emergency Services (OES). If a damaged site is NOT located on a Federal-aid highway, FEMA and/or OES funding may also be eligible. Federal-aid highways are identified on FHWA approved functional classification maps. **THE CALTRANS ENGINEER OR LOCAL AGENCY ENGINEER SHOULD VERIFY WHETHER THE HIGHWAY IS FEDERAL-AID OR NOT FEDERAL-AID BEFORE SCHEDULING A SITE REVIEW.**

Q #2) What is the difference between Emergency Opening (EO) and Permanent Restoration (PR)?

A) ER funding is FHWA funding to help reestablish those transportation facilities that are Federal-aid highways and were damaged due to a "natural disaster." It is not expected to replace an agency's (Caltrans and/or Local) cost of heavy maintenance.

EO funding is for work that is needed for restoring essential travel, minimizing the extent of damage, or protecting the remaining facilities of a damaged transportation system. EO work is 100% reimbursable for the first 180 days, starting on the date of the incident period that FHWA has determined. FHWA will also establish a "last date for identification of sites" and a "last date for DAFs to be completed" by the recipient. Inadequate documentation for not meeting either of these dates are grounds for an ineligible determination. After the first 180 days, the EO funding falls to the regular pro-rata share for that roadways classification. Also, EO work not under physical construction within the first 180 days is normally considered to be PR work in which PR processing applies. If this happens, a DAF revision from EO to PR must be done as well as documentation of environmental clearance.

PR funding is for work that is needed to restore the facility to before "incident" condition, but is not of a critical nature, e.g. opening all through lanes. PR work is reimbursed based upon the facilities roadway classification, which is normally at an 80% OR 90% pro-rata share. If PR work is done within the first 180 days, it is still only eligible for the pro-rata share unless incidental to the total EO cost (rule-of-thumb is normally 10% or less of the EO cost). In addition, there may be situations where immediate completion of the PR work is the most economical and feasible operation to quickly restore essential traffic, e.g., replacing a washed out bridge and its approaches verses constructing a detour. Approval of this work needs to be granted by FHWA before proceeding. **Note: Prior authorization is needed from FHWA to proceed with any PR work unless delegated to Caltrans (See #S21252). OES needs the estimate within 10 days.**

Q #3) How long are the ER funds available?

A) ER funds are available to use until the end of the 2nd Federal FY after the Federal FY in which the incident occurred. The FHWA interprets "construction obligation" as the signing of the E-76 for construction funds, not PE or R/W funds, and must occur by the end of this 2nd Federal FY or the eligibility to acquire funds lapses and they are no longer available unless a time extension is granted by the FHWA Division office. **FHWA generally gives favorable consideration to time extensions if the agency is making a diligent effort to advance the project. (See #S2832 for clarification).** Any new DAF's submitted after the incident (period), a predetermined date set between 60 and 180 days by FHWA, will be considered ineligible as the route(s) damage repair must not have been considered essential for the transportation system. **Note: Since Caltrans receives a limited amount of ER dollars, an approved DAF does not guarantee funding of the work, as it typically is first come-first served for authorizing project approval with an E-76.**

Q #4) How accurate does the DAF estimate have to be?

A) The estimate is only an estimate. The important thing is to define the scope of work. At completion of construction, Caltrans/Local agencies will be reimbursed for the actual cost, if different than the estimate, keeping in mind the scope has not changed.

Q #5) What warrants a revised DAF?

A) **ANY SCOPE CHANGE OR A COST INCREASE** for projects a) up to \$100,000 where the dollar figure increase is in excess of \$10,000 and 25%; b) between \$100,000 and up to \$1,000,000 where the dollar figure increase is in excess of 15%; c) over \$1,000,000 where the dollar figure is in excess of 10% of the original DAF. **Note: When a revised DAF is done, the revision number should also change. Changing PR to EO is not allowed without FHWA approval. These dollar figures and percentages will allow the agency to avoid any calculations for "contingency" work.**

Q #6) Should metric or English units be used on the DAF.

A) Either unit may be used. The top priority of the engineer (approving official for the DAF) should be completing the DAF on site with the most accurate scope/estimate possible.

Environment

Q #7) What type of an environmental document is needed for an ER project?

A) NEPA applies to ER. Normally, ER projects are categorical exclusions (CE's) i.e., does not involve significant environmental impacts. For EO work only, a CE should apply and the

DAF documents the environmental NEPA clearance. However, informal consultation (further environmental studies) may need to be initiated with applicable resource agencies, such as the Fish and Wildlife Service, Army Corps of Engineers, U.S. Coast Guard, Coastal Commission, park officials, Department of Interior, Advisory Counsel on Historic Preservation, State Historic Preservation Office, etc., to obtain agreement on expedited environmental processes to address the requirements of other Federal environmental laws.

* For EO work a Caltrans Environmental Staff person (preferred) or someone within Caltrans having knowledge of the environmental setting (acceptable) will be required to sign (see block 19 of the sample DAF). Emergency opening work can begin without this signature.

PR work falls under the standard project development process for Federal-aid projects (Section 7, Section 106, Section 4(f), etc.) The DAF is **not acceptable** for PR environmental clearance as the type of environmental document required (CE, EA/FONSI, OR EIS/ROD) is determined using normal criteria. For NEPA guidance, see Caltrans Environmental Handbook (for projects on the State Highway System) OR Caltrans Local Assistance Procedures Manual, Chapter 6 and FHWA Technical Advisory 6640.8A., dated October 30, 1987. Also refer to 23 CFR 771 and the FHWA ER Manual, pg. 16. **Note: Both EO and PR projects are excluded from RTP/FTIP requirements unless they involve substantial functional, location OR capacity changes.**

Q #8) What type of coordination with other agencies is needed and when?

- A) See #S43855, FHWA ER environmental requirements for clarification and #S46161, Emergency Highway Repair Interagency Notification, which can be used as a boilerplate to develop and notify appropriate resource/regulatory agencies. In addition, effective for disasters declared after 10/19/98, the ER delegations are revised for Caltrans to conduct site reviews and preparation of DAFs for all local streets and roads (without a cost threshold) except for sites where:

Resurfacing is involved (exceed 50% of project cost)

Significant R/W actions are involved such as:

- relocations of residents or businesses
- partial takes which affect current use of property
- full acquisitions
- partial takes exceeding 25% of a parcel
- involvement of more than 2 parcels

Betterments are involved

Environmental document exceeds a categorical exclusion

The last criterion, "environmental document exceeds a categorical exclusion," is for determining FHWA participation in the site review and does not delegate environmental clearance authority. FHWA will still be required to approve a Categorical Exclusion (CE) when the programmatic CE conditions do not apply. For more information regarding this issue see #S21252.

Q #9) Are environmental mitigation measures identified by a resource or regulatory agency(s) (COE, FWS, F&G, etc.) eligible for ER funds?

- A) Yes, as with any Federal-aid program, environmental mitigation directly related to impacts resulting from eligible emergency repair work is an eligible expenditure. (See #S2573 for clarification and the FHWA ER Manual, pgs. 16-18).

Bridge (Includes related geotechnical work)

Q #10) Can a damaged low water crossing be replaced with a bridge?

- A) Yes, ER funds determined eligible to replace a damaged low water crossing can be used to "supplement" the cost of a bridge to replace the crossing. However, ER funds for the entire replacement bridge would not be eligible unless a cost/benefit analysis can justify the betterment, i.e., the cost of a bridge. Consideration can be given to replacing water crossings that frequently washout with a bridge and/or betterment, but these washouts would have to be associated with Federal declared emergency(s) versus State "only" declared emergency(s). **Note: This situation would typically apply to PR work because a route with a low water crossing is normally not on an essential route.**

Q #11) Can a damaged bridge be replaced with a new bridge?

- A) If the existing bridge is damaged beyond repair or if an economic analysis can justify replacement, ER funds can be used. ER participation may be pro-rated to the costs of a comparable facility when the proposed replacement project exceeds the cost of the new facility to current design standards and future needs (CFR 668.109(d) (FHWA ER Manual, pgs. 26 & 27). If the proposed replacement involves a betterment, such as incorporating an increased waterway opening to protect the facility from future damage, the betterment may be eligible for ER funding if it can be economically justified based on an analysis of the cost of the betterment vs. projected savings in costs to the ER program should future disasters occur (FHWA ER Manual, pgs. 27-32). If the only damage at the site is loss of the approach roadways and no damage to the structure has occurred, bridge replacement is not warranted. However, if the bridge was scheduled for replacement in the near future, (on the FTIP/FSTIP upcoming 3 year period) then ER funds "are not eligible" as other highway funds are already identified and to be used. Coordination with the Coast Guard and other agencies may be necessary. **Note: If the bridge damage was caused by in stream aggregate mining, repair costs may not qualify for ER funding. Also, any undersized drainage installed on the basis of an approved design exception by the Local Agency or Caltrans which caused damage at the site or downstream is ineligible for ER funding. (See #S3585)**

Q #12) What type of bridge/structure damage should the FHWA Bridge Engineer be involved with when dealing with Caltrans or Locals?

- A) In general, Caltrans or Locals structures department should segregate out bridge/structure ER sites with any major feature that is damaged on a structure so a qualified FHWA bridge representative can review the site(s). Major features for flood damage include, but are not limited to: pier and abutment scour, structure collapse (partial or complete), structural damage due to debris impact and slides. Major features for earthquake damage includes, but are not limited to: structural collapse (partial or complete), structural damage, i.e., cracks, spalls, evidence of abutment or hinge unseating, column damage, foundation movement, and abutment wall cracking. The FHWA Bridge Engineer should be contacted directly for these types of sites, review the damage, and prepare a DAF. All other types of damage can be handled by the FHWA Engineer in consultation with their FHWA Bridge Engineer if needed.

***Bottom line for bridge engineers involvement - there needs to be good communication between the FHWA engineer and the FHWA Bridge engineer.**

Q #13) If it is determined that replacement of a bridge is required under the ER program, does the bridge have to be constructed to current standards (i.e. hydraulic design, lane and shoulder widths) and are these upgrades eligible for ER reimbursement?

A) Yes, a replacement structure should be constructed to current standards, particularly lane and shoulder widths. However, ER funds should not be used in substantial roadway re-alignments (beyond touchdown points), ambitious hydraulic upgrades, and so on. A REASONABLE roadway realignment (as determined by FHWA) for hydraulic design reasons should be split funded (ER plus other system funds) and justified. Additional approach fill as part of an increased waterway opening is justified, as is riprap, spur dikes and channel work (all within R/W) to protect an erodible bank. **Note: Design year for Q's of culverts or structures are based upon Caltrans standard practice. Any exceptions (i.e. existing Q50, but build to Q25 or Q100) requires documentation with FHWA concurrence.**

Q #14) Are historic structures that are replaced but still left in place eligible for ER?

A) No, once a structure has been replaced, it is moved to an off-system classification and no longer eligible for federal funding.

Eligibility

Q #15) What are the minimum dollar thresholds for eligibility of a site?

A) The general guidance is:

	State	County	City
per site	\$ 5,000/	\$ 5,000/	\$ 5,000
per mile	\$15,000/	\$ 9,000/	\$ 5,000

Note: The estimate should be justified by quantities that are supported by calculations. Anything under these limits should be considered heavy maintenance and ineligible (See FHWA ER Manual, pgs. 20 & 21).

Q #16) Can costs be reimbursed for ER work before FHWA has reviewed the site and made their eligibility determination?

A) Maybe, as this situation would only apply for EO work. Documentation of the before, during, and after condition is essential in supporting a reimbursement request as this situation will be scrutinized. Documentation shall include pictures of existing damage (extenuating circumstances, e.g., unsafe conditions may make taking pictures impossible) along with dates, news articles, work bills, etc. **Note: PR work requires prior authorization (approved E-76) before proceeding to R/W work and/or construction advertisement.**

Q #17) What happens if work has been done under FEMA approval and now is ineligible due to identification after the closure date for eligible sites?

A) The DAF may be approved by FHWA if it is a Federal-aid highway as defined in Q #1. If yes, refer to A #16. In this case, PR work is also eligible with proper documentation.

Q #18) Are damaged pavements eligible for repair?

A) In general, repair of roadway surfaces due to traffic damage, even if damage is aggravated by saturated subgrade conditions, or by inundation of the roadway, is not eligible for ER funds. However, there are three exceptions. (See FHWA ER Manual pgs. 11 & 12 for exceptions). **Note: Crack sealing of pavement by itself is considered routine maintenance**

and is ineligible unless it can be supported otherwise, i.e., documented by pictures, pavement records and support showing maintenance efforts above and beyond routine maintenance. Any crack sealing review and eligibility call must include FHWA. However, if needed "as part of" an overlay for damages (i.e. pavement reconstruction, substantial digouts, etc.) incurred as a result of the disaster, it would be eligible. Also, see the following Q/A #19.

Q #19) Are ER funds eligible for maintenance?

- A) ER funds are eligible for the repair of surface damage to a "designated" detour (which may lie on both Federal-aid and non-Federal-aid routes) caused by traffic that has been detoured from a damaged Federal-aid highway. A "designated" detour is the officially signed detour that highway officials have established. Routine maintenance of a detour during construction is eligible (signs, striping, CMS, temporary signals, etc.). In addition, repair of surface damage to a "designated" detour caused by traffic that has been detoured from a damaged or impassable Federal-aid highway is eligible for ER funds (See FHWA ER Manual, pgs. 10 & 11). **Note: It is important that a documented survey of the condition of the proposed "designated" detour route prior to detouring traffic on it should be helpful in determining the scope of restoration work to predisaster condition.**

Q #20) When are betterments eligible for ER funding?

- A) Refer to pgs. 27-32 of the FHWA ER Manual for guidance and examples. In general, betterments may be considered eligible for ER funding if the betterment can be economically justified based on an analysis of the cost of the betterment versus projected savings in costs to the ER program should future FHWA declared disasters occur.

Per #S46163, Design Information Bulletin 79-02, Section 1.2.1, fourth bullet, "For the purpose of these design criteria, Permanent Restoration (PR) projects due to fire, earthquake, slides or storm damage that do not include structure work such as walls or bridges do not fall in the category of RRR design criteria and may be restored to the condition prior to the damage."

Q #21) Are ER funds eligible for overhead administrative expenses?

- A) Eligible administrative charges for specific project(s) are preliminary engineering (PE) (environment/design) and/or construction engineering (CE) (Resident Engineer or inspector). Reasonable PE and/or CE % for EO work may be allowed as warranted with proper support, e.g., hiring consultant for design and/or construction oversight. Overhead costs associated with running the agency(s) overall "Program" such as City Director, Senior Engineer, office secretary, etc. are not eligible (See FHWA ER Manual, pgs. 18 & 19). Cost to prepare the DAFs are eligible. (See 23 CFR 1.11 Engineering services, pg. 8. See #S43942.) Consultant work is eligible when they "already" act on behalf of the transportation agency (State/City/County) for the applicable PE or CE costs above. **Note: The standard selection and bidding process, etc., must be followed for new consultants hired to help address the Agency's ER concerns.**

Q #22) Should a DAF be filled out for ineligible sites?

- A) Yes, we have run into problems later because we had no record of visiting the site and field reviewed it twice. Always include an explanation of why the site or part of the site is ineligible on the DAF.

Q #23) Is there an appeals process if there is disagreement with FHWA's eligibility call?

A) By the time the "Team" leaves the site, it is preferred that the DAF is signed and an eligibility call (scope of work and costs) has been made. FHWA has the final approval, however; if there is a disagreement and/or other information to be supplied, it should be so noted on the DAF. In the case of a disagreement, further consideration to a change on the DAF by FHWA could be made once additional information is supplied to FHWA by Caltrans or the Local Agency through Caltrans, with their recommendation. **Note: Economic hardship to the agency is not a factor in determining repair eligibility.**

Q #24) How is ER damage evaluated if a subsequent incident occurs after the closure date of the previous incident?

A) To minimize administration work, each incident's associated damage is to be evaluated and written up separately (See FHWA ER manual, pgs. 35 & 36 for more detail). If incident #2's repair is incidental to incident #1's repair, write a revised DAF for incident #1. If incident #2's damage is substantial, close-out incident #1's DAF (still eligible for ER funding) and write a new DAF for incident #2. **Note: If the subsequent incident is not part of a federal declared emergency, then the additional damage is not eligible for ER funds unless the original damage repair was delayed due to environmental processing.**

Q #25) Can convict labor be used for ER?

A) Convict labor cannot be used in ER construction projects. (See FHWA ER Manual, pg. 60, 23 CFR 635.117, pg. 169 and the Contract Administration Core Curriculum Participant's Manual and Reference Guide 2001 (Rev.1) for more general guidance on Use of Convict Labor, #S34828 & #S34829).

Q #26) Is work done upstream and/or downstream of a channel under a highway facility eligible for ER funds?

A) Typically, work outside of the Right-of-Way (R/W) for ANY situation is ineligible. However, the FHWA ER Manual pg. 18 shows 4 conditions that must "all" be met (with documentation) before a favorable eligibility call can be made.

Q #27) Will FHWA participate in material or equipment that is salvaged, e.g., a Bailey bridge?

A) Yes, the FHWA will participate in the disaster related portion of work, i.e., FHWA will participate in the pro-rated use only should the bridge be salvaged. Design life and cost of material or equipment need to be analyzed before an appropriate decision can be made.

These Q/A's are just a sample of the typical work that you will run into in evaluating and justifying ER work. The FHWA ER Manual should be frequently referred to for additional guidance. If more assistance is needed, please contact one of the FHWA ER coordinators (Scott McHenry or Nancy Bobb) in the Sacramento Division Office or one of the Caltrans ER coordinators (Jim Varney for the State side and Teresa Schmitt for the Local side).

<u>Name</u>	<u>Phone #</u>	<u>Fax #</u>	<u>Email Address</u>
Scott McHenry	(916) 498-5854	(916) 498-5008	Scott.Mchenry@fhwa.dot.gov
Nancy Bobb	(916) 498-5033	(916) 498-5008	Nancy.Bobb@fhwa.dot.gov
Jim Varney	(916) 654-3523	(916) 657-0064	Jim_Varney@dot.ca.gov
Teresa Schmitt	(916) 653-0328	(916) 654-2409	Teresa_r_Schmitt@dot.ca.gov
Sue Clarke	(916) 654-4341	(916) 654-4375	Sue_Clarke@dot.ca.gov

Web addresses for:

- FHWA ER Manual: <http://www.fhwa.dot.gov/reports/erm/index.htm>
- FHWA CA Division office web site: <http://www.fhwa.dot.gov/cadiv/resources.htm> (Download DAF's, DAF instructions and Q/A's)

- Functional Classification Maps: <http://web1.dot.ca.gov/hq/hpms/Page1.php>
- FHWA's Contract Administration Core Curriculum Participant's Manual and Reference Guide 2001: <http://www.fhwa.dot.gov/infrastructure/progadmin/contracts/coretoc.htm> - California OES website: www.oes.ca.gov/CEPM2002.nsf/htmlmedia/pdfs.html
- FEMA website: <http://www.fema.gov/>
- Caltrans Emergency Projects Environmental Process and Requirements: http://www.dot.ca.gov/ser/downloads/general/Emergency_Projects.pdf

Referenced Documents

- 2573 ER Eligibility Transfer Funds for Mitigation
- 2832 Clarification on Time Extensions
- 3585 Aggregate Mining in Rivers
- 16298 California City/County Abbreviations
- 21252 ER Program - Revised Delegation of Site Reviews
- 34828 23 CFR Use of Convict Labor for ER
- 34829 FHWA's Contract Administration Core Curriculum Participant's Manual and Reference Guide 2001 Related to Convict Labor
- 43855 Emergency Relief Environmental Requirements
- 43932 California Forest Highways (Federal Roads) under ERFO
- 43942 23 CFR Federal Participation in Engineering Services
- 46161 Emergency Highway Repair Interagency Notification Form from District 5
- 46163 Design Information Bulletin #79-02, RRR definition

In filling out the Damage Assessment Form (DAF), the following information should be completed and corresponds to the attached DAF (**do not use form in 1998 FHWA ER Manual**).

- 1) Identify the report number by the first, middle and last initials of the reviewer's name, followed by the Caltrans District or City or County, then the report number.

Here's the convention: XXX-XXXXXX-XXX-X

The **first set** of 3 characters are to be your initials. If you are aware of anyone working with the same applicant agencies as you and have the same initials, agree on a substitute set of initials.

The **second set** of 2 to 6 characters should be the abbreviation for the applicant agency. (See SS #S16298). The State DAFs require a CTXX format. (e.g., CT02)

The **third set** of 3 characters should be a sequential series for the report number. Use the preceding zeros for sorting purposes.

The **fourth set** of characters are the revision number and are to use the original DAF number followed by a dash and revision number (first report should be revision 0). A revised DAF supersedes all previously entered DAFs. The revision should bring forward all pertinent costs and the scope of work.

For example:

JRH-CT09-123-0 is for Jeff Holm-CT Dist.9-report no. 123

KJK-SCLCO-001-0 is for Ken Kochevar-Santa Clara Co.-report no. 1

THD-OAK-032-0 is for Tay Dam-City of Oakland-report no. 32

THD-OAK-032-1 is for Tay Dam-City of Oakland-report no. 32-revision no. 1

- 2) Include the number of sheets with the DAF.
- 3) Identify which emergency (incident) the work is related to, e.g. CA03-1 for the first declared disaster of 2003.
- 4) Write Caltrans if the State, local agency if a City or County if a County with the corresponding County, i.e. Caltrans-LA, City of Culver-LA or County of San Diego-SD.
- 5) Note date of inspection in dd/mm/yy format.
- 6) Note the name of the road/bridge the damage is located on plus the damage limits as described by the beginning and ending PM/KP.
- 7) Identify if the route is a Federal-aid highway. Ask Caltrans and/or Local representative to verify if the route is a "Federal-aid highway." Local roads and rural minor collectors are not eligible for FHWA ER funds.
- 8) **The Caltrans and/or Local agency representative should have a FHWA approved system map available or can use the web address on previous page to get functional classification maps. Indicate the map # for reference.**
- 9) Identify if the route is a California Forest Highway (Federal Road) under ERFO.
- 10) If yes under 9), list the highway number. (See document #S43932.)
- 11) Note the Caltrans Work Order No(s).
- 12) Note data where applicable.
- 13) Identify the State/Local Route No.
- 14) Describe the damage in general terms, i.e. mudslide covering road over a 75 foot length.
- 15) Note the most current ADT. This is very important when justifying emergency opening (EO) work verses permanent restoration (PR) work.
- 16) **PICTURES** – Note roll and number of photos for proper identification after development.

* Determine if the work is EO or PR and then complete a cost analysis for the damage. EO funding is for work that is needed for restoring essential travel, minimizing the extent of damage, or protecting the remaining facilities of a damaged transportation system. EO work is 100% federally funded for the first 180 days, starting on the date of the incident period that FHWA has determined. EO after 180 days, decreases to the roadway's classification pro-rata share. PR is only eligible for its roadway classification pro-rata share. (See Q #2.) **Note: Exceptions to this have been allowed by Congress in certain emergencies, e.g. Loma Preita.**

- 17) Note if the EO repair has already been completed or is to be completed and if it was done by State Forces, Local Forces or contract work. Write a general description of the work to repair the damaged facility and an estimate of the cost for that work.
- 18) Note if the PR repair is to be done by State Forces, Local Forces or contract work. Write general description of the work to restore the damaged facility and cost estimate of work.
- 19) Check what type of environmental clearance for EO is being given or is needed. **The DAF is not to be used for PR environmental clearance.** A Caltrans Environmental staff person (preferred) or someone within Caltrans having knowledge of the environmental setting (acceptable) will be required to sign off on the DAF. This person may be questioned by FHWA as to the extent the environment is or is not affected. EO work can begin without this signature. If any water is involved, having a biologist or environmental specialist accompanying the team may be useful. If further environmental study is needed, try to write a brief explanation and list the agencies, i.e. Army Corps, Fish and Wildlife Service, Forestry Service, Fish and Game and Parks involved. (See Q #7 for more detail.)
- 20) The general rule-of-thumb is 10% for preliminary engineering (PE) and 15% for construction engineering (CE). For most cases, the percentages are arrived at from "Subtotal Permanent Restoration." Anything other than 10% and 15% should be documented. (See Q #21 for definitions of preliminary and construction engineering and when it is eligible for EO and PR.) For "Total Estimated Cost", add up all the eligible estimated costs for the identified EO and/or PR work with applicable PE, CE, and R/W costs.
- 21) Check the appropriate box according to the Stewardship Guidelines. See the following website: <http://www.fhwa.dot.gov/cadiv/docs/oversight.htm>
- 22) Check the appropriate box using guidelines in Q #15 for eligible costs per site/per mile.
- 23) FHWA signs and dates DAF if a Federal emergency and is not delegated to Caltrans.
- 24) Caltrans Engineer's concurrence based on the FHWA Engineer's eligibility call or Caltrans Engineers approval for FHWA Federal emergency, if delegated.
- 25) Caltrans Engineer's signature and date.
- 26) Local Agency Engineer's concurrence based on the FHWA Engineer's or Caltrans Engineer's eligibility call if applicable. If Local Agency's Engineer disagrees with the eligibility call, rebuttal should be processed through the District's Local Area Engineer. (See Q #23 for more detail).
- 27) Local Agency Engineer's signature and date if applicable.
- 28) Same as 1) and 2). Applicant should be Caltrans or the local agency.
- 29) Provide a more detailed scope and estimate of the labor, materials and equipment.
- 30) Same as 28).
- 31) Provide any sketches, pictures or narrative needed for clarification and support.
- 32) For Miscellaneous FHWA Approvals refer to the FHWA's Contract Administration Core Curriculum Participant's Manual and Reference Guide 2001 web site provided above.

- FHWA should keep a copy of the original DAF and profile/scan accordingly into FHWA's Document Management System (DMS) with the original DAF going to the signing Caltrans party and where appropriate, a copy to the local agency. The standard abbreviation in DMS (Project document, i.e., #P) should be "ER" under the Name/Description field followed by the Disaster Number, Report Number, EO cost and/or PR cost and Total cost; e.g., ER/CA97-1/JRH-CT09-123-0/EO=\$25,000;PR=\$1,200,000, T=\$1,525,000.

U.S. Department of Transportation Federal Highway Administration - California Division Damage Assessment Form (DAF) - Title 23		Report No. - - - 	
		Sheet No. 1 of [2] [1]	
		Disaster No. CA - [3]	
Applicant [4]	County	Inspection Date (mm/dd/yy): [5]	
Location of Damage Name of Road/Bridge [6] Begin End PM		Federal-Aid Highway? [7] Yes (if no, ineligible for ER)	
Caltrans Work Order No(s): [11]		Map No. [8]	
Road/Bridge Data Bridge No. [12] Type Traveled Way: Width Type (circle one) PCC / AC / Gravel Shoulder: Width Type (circle one) PCC / AC / Gravel		Forest Highway System? [9] Yes (Possible ERFO)	
Description of Damage: <div style="text-align: center; font-weight: bold;">[14]</div>		Hwy. No. [10]	
		State/Local Route No. [13]	
		ADT (Existing) [15]	
		Photos [16] Roll # Picture # 	
COST ESTIMATE			
Emergency Opening	Type of Repair	Description of Work	Summary Cost
	EMERGENCY OPENING (EO) TO DATE [17]		
	EMERGENCY OPENING (EO) WORK REMAINING [17]		
		Subtotal Emergency Opening	\$
Permanent Restoration	PERMANENT RESTORATION (PR) Recommended Method of Work: [18]		
NOTE: PRIOR AUTHORIZATION (APPROVED E-76) IS REQUIRED TO PROCEED WITH PERMANENT RESTORATION		Subtotal Permanent Restoration	\$
<u>Environmental Clearance:</u> EO [19] PR [19] Categorical Exclusion Further Environmental Study EO Clearance signature/date: 		Preliminary Engineering (10% of PR) Construction Engineering (15% of PR) Right-of-Way [20] TOTAL ESTIMATED COST (EO+PR+PE+CE+R/W) [20]	\$ \$ \$ \$
Stewardship: [21] [21] State Authorized (E) Full Oversight (N)			
Recommendation: [22] [22] Eligible [22] Ineligible		FHWA Engineer* [23]	Date
Concurrence: [24] [24] Yes [24] No		State Engineer [25]	Date
Concurrence: [26] [26] Yes [26] No		Local Agency Engineer [27]	Date

Original: Caltrans District Copies: FHWA, Division of Local Assistance (local roads), Federal Resources (state hwy), HA23 Coordinator. (state hwy)

*Write "N/A" in FHWA signature block if the project has no Federal ER funding (state-only emergency) or Federal ER funding (delegated down to the State).

U.S. Department of Transportation
Federal Highway Administration
California Division
Damage Assessment Form (DAF)
Title 23, Federal-Aid Highways

Report No. _____
Sheet No. _____ of _____
Applicant _____
[28]

Quantity	Unit	Labor, Materials, and Equipment	Unit Price	Cost
		[29]		

U.S. Department of Transportation
Federal Highway Administration
California Division
Damage Assessment Form (DAF)
Title 23, Federal-Aid Highways

Report No. _____
Sheet No. _____ of _____
Applicant _____
[30]

Sketches and/or Narrative

[31]

Miscellaneous FHWA Approvals [32]

Reflects available information for contracts at the time of DAF preparation. A revised DAF is not required for changes – use normal Federal-aid procedures to adjust for changes with approval (per Stewardship) based on documented justification.

Describe:

U.S. Department of Transportation Federal Highway Administration - California Division Damage Assessment Form (DAF) - Title 23				Report No. - 			
				Sheet No. 1 of _____			
				Disaster No. CA - 			
Applicant			County		Inspection Date (mm/dd/yy):		
Location of Damage Name of Road/Bridge _____ Begin _____ End _____ PM					Federal-Aid Highway? _____ Yes (if no, ineligible for ER)		
Caltrans Work Order No(s): _____					Map No. 		
Road/Bridge Data		Bridge No. _____		Type _____			
Traveled Way:		Width _____		Type (circle one)		PCC / AC / Gravel	
Shoulder:		Width _____		Type (circle one)		PCC / AC / Gravel	
Description of Damage:					Forest Highway System?		
					_____ Yes (Possible ERFO)		
					Hwy. No. 		
					State/Local Route No.		
					ADT (Existing)		
					Photos Roll # _____ Picture # _____		
COST ESTIMATE							
Emergency Opening	Type of Repair		Description of Work			Summary Cost	
	EMERGENCY OPENING (EO) TO DATE _____ State Forces _____ Local Forces _____ Contract						
	EMERGENCY OPENING (EO) WORK REMAINING _____ State Forces _____ Local Forces _____ Contract						
			Subtotal Emergency Opening			\$ _____	
Permanent Restoration	PERMANENT RESTORATION (PR) Recommended Method of Work: _____ State Forces _____ Local Forces _____ Contract						
NOTE: PRIOR AUTHORIZATION (APPROVED FNM-76) IS REQUIRED TO PROCEED WITH PERMANENT RESTORATION					Subtotal Permanent Restoration		\$ _____
Environmental Clearance:		<u>EO</u> <u>PR</u> Categorical Exclusion _____ Further Environmental Study _____ EO Clearance signature/date: _____		Environmental clearance is conducted through normal Fed.-aid project procedures.		Preliminary Engineering (10% of PR) \$ _____ Construction Engineering (15% of PR) \$ _____ Right-of-Way \$ _____	
Stewardship:		_____ State Authorized (E) _____ Full Oversight (N)		TOTAL ESTIMATED COST (EO+PR+PE+CE+R/W)		\$ _____	
Recommendation: _____ Eligible _____ Ineligible				FHWA Engineer*		Date	
Concurrence: _____ Yes _____ No				State Engineer		Date	
Concurrence: _____ Yes _____ No				Local Agency Engineer		Date	

Original: Caltrans District Copies: FHWA, Division of Local Assistance (local roads), Federal Resources (state hwy), HA23 Coordinator. (state hwy)

*Write "N/A" in FHWA signature block if the project has no Federal ER funding (state-only emergency) or Federal ER funding (delegated down to the State).

U.S. Department of Transportation
Federal Highway Administration
California Division
Damage Assessment Form (DAF)
Title 23, Federal-Aid Highways

Report No. _____
Sheet No. _____ of _____
Applicant _____

Quantity	Unit	Labor, Materials, and Equipment	Unit Price	Cost

U.S. Department of Transportation
Federal Highway Administration
California Division
Damage Assessment Form (DAF)
Title 23, Federal-Aid Highways

Report No. _____
Sheet No. _____ of _____
Applicant _____

Sketches and/or Narrative

Miscellaneous FHWA Approvals

Reflects available information for contracts at the time of DAF preparation. A revised DAF is not required for changes – use normal Federal-aid procedures to adjust for changes with approval (per Stewardship) based on documented justification

Describe:

CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

September 1, 1995

HPR-CA
File #: 570.1
Document #: 2573

Mr. Ken Steele, District Director
Caltrans District 7
120 So. Spring Street
Los Angeles, CA 90012-3606

Attention: Mr. Ron Kosinski, Chief Environmental Planning

Dear Mr. Steele:

SUBJECT: Emergency Relief Eligibility Transfer Funds for Mitigation

This letter is in response to your August 17, 1995 letter requesting clarification of the Federal Highway Administration's (FHWA) policy regarding participation in the costs of environmental mitigation associated with Emergency Relief (ER) projects. Your letter requested this clarification both in the context of an emergency repair project on State Route 150 in Ventura County and for future reference.

The Route 150 project involves work within Casitas Creek which will require a Section 404 permit. Caltrans obtained a Section 404 nationwide permit with a condition that Caltrans transfer funds to the City of San Buenaventura to be used in the City's Ventura River Estuary Enhancement and Management Plan. The transfer would provide off-site mitigation for environmental impacts to the waters of the U.S. resulting from the emergency repair project.

First, regarding ER participation in a transfer of funds, the FHWA program is a reimbursement program. Upon completion of authorized eligible work, the State is reimbursed for the costs expended. Further, to be eligible, mitigation must result in a measurable and predetermined outcome that is completed as a part of the Federal-aid project. It is the FHWA policy for all Federal-aid programs that measures necessary to mitigate adverse project impacts be incorporated into the action (23 CFR 711.105(d)). Such measures must be mitigation for actual impacts and be a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation measures. On-site mitigation to minimize and mitigate the impacts of the project should be considered first before developing off-site mitigation.

The ER program (23 CFR 668) is intended to aid States in repairing damage to road facilities resulting from a natural disaster over a wide area or serious damage from a catastrophic failure.

Betterments may be eligible only where clearly economically justified to prevent future recurring damage to the roadway system. ER funds may not participate in repair of roadway damage not directly related to the disaster; nor in repair or reconstruction of facilities affected by long-term, pre-existing conditions or predictable developing situations; nor in normal maintenance and operation functions on the highway system. As with any Federal-aid program, environmental mitigation directly related to impacts resulting from eligible emergency repair work is an eligible expenditure. However, enhancements beyond reasonable mitigation effort, are beyond the scope of the ER program and are therefore, not eligible for ER funding. This does not preclude such enhancements from being considered under other apportioned Federal-aid programs.

We hope this clarifies FHWA's policy on environmental mitigation for Emergency Relief projects. If you have any additional questions, please contact Scott McHenry at (916)498-5854, Glenn Clinton at (916)498-5037, Ray Okinaga at (916)498-5022, or Joan Bollman at (916)498-5028.

Sincerely,

/s/ Fred J. Hempel

Fred J. Hempel
Division Administrator

cc:

Howard Sarasohn, Caltrans Environmental Program

Bob Everitt, Caltrans Local Program

All Dist Op Chiefs

All TE's

Ray Okinaga, HTA-CA

Jeff Holm, HTA-CA

Joan Bollman, HPR-CA

Diane Teece, HFM-CA

JBollman:tl

CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

September 13, 1995

HB-CA
File #: 750.1
Document #: 2832

Mr. James W. van Loben Sels, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
for Mr. Bob Colman

Dear Mr. van Loben Sels:

SUBJECT: Clarification of Time Extensions

This letter is regarding the phone conversation today with Mr. Jim Varney concerning time extensions for ER projects. The following is extracted from 23 Code of Federal Regulations 668.105(h) for clarification and future guidance:

“Any project that has not advanced to the construction obligation stage by the end of the second fiscal year following the disaster occurrence will not be advanced unless suitable justification to warrant retention is furnished to the FHWA.”

The FHWA interprets “construction obligation” as the signing of the FNM-76 for construction funds not PE or ROW funds. Any change in the scope of work still needs to have a supplemental Damage Site Report.

The Division Office hopes this explanation clears up any misunderstandings at the present and will simplify the process for the future. Any further questions can be addressed to Ken Kochevar at (916) 498-5853.

Sincerely,

S/C.G. Clinton

For

Fred J. Hempel
Division Administrator

CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

October 24, 1995

HB-CA
File #: 450.1
Document #: 3585

Mr. James W. van Loben Sels, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
for Mr. Bob Everitt

Dear Mr. van Loben Sels:

SUBJECT: AGGREGATE MINING IN RIVERS

We have become very concerned with the affects of aggregate mining in rivers and streams, and the consequent affect to bridge structures on Federal-aid highway facilities. There were 17 bridge failures in the 1995 storms, and of these, several structure failures could be attributed partially to aggregate mining. It is estimated Statewide that of bridges that are susceptible to mining-related failures, repairs for substructure damage could run \$31 Million, and for replacement approximately \$100 Million.

It is our understanding, the local agencies are responsible for granting permits to the miners, and there is no minimum criteria Statewide for adequately issuing permits. Only 3 out of 113 lead agencies have established redline elevations, and only on selected creeks, that control the depth to which operators can mine.

One notable example where we believe mining contributed significantly to the structure failure is the Capay Bridge over Cache Creek, located in Yolo County, which we proceeded to repair after the storm with Federal Emergency Relief (ER) funds. What is more disturbing is that it is our understanding that Yolo County just awarded two new permits to miners adjacent to Cache Creek, fully aware of the potential for further structural damage. Other recent examples include the Union Cienega Bridge (43C-0002) over the San Benito River which degraded 10 feet during the 1995 storm, exposing 8 feet of pile, consequently closing the bridge and necessitating temporary repairs totaling \$500,000. The bridge will need replacement.

We are very concerned and would like to bring this to your attention Statewide. We also recommend that the local agencies granting mining permits in streams are fully aware that per Title 23 CFR, Section 668.105(f), "Prompt and diligent efforts shall be made by the State to recover repair costs from the legally responsible parties to reduce the project costs particularly where catastrophic damages are caused by ships, barge tows, highway vehicles or vehicles with illegal loads or where damage is increased by improperly controlled objects or events". We recommend that every effort be made by Caltrans to make local agencies aware of the growing concern for aggregate mining in streambeds and its affect on bridges, as well as public safety and liability for damages caused. Also, Title 23 CFR, Section 668.109 states: "(c) E.R. funds may not participate in:...(6) Repair or reconstruction of facilities affected by long-term, pre-existing conditions or predictable developing situations such as flooding in basin areas or slow moving slides;". Mining without the consideration of controls would be considered in this category as well if the local agency is aware of severe degradation due to mining and does nothing to mitigate loss of material that endangers bridge foundations. We have not strongly enforced this in the past, but in light of recent information gained during the 1995 storms, we will carefully evaluate structural failures in future storms for contributing external factors.

If you should have any questions, please contact Martha Nevai at 498-5859

Sincerely,

/s/C. G. Clinton

For
Fred J. Hempel
Division Administrator

cc:

Caltrans Hqs, Cathy Crosett
Caltrans Hqs, Tom Harrington
FHWA, Region 9, Arlo Waddoups
FHWA, CA Div., Nancy Bobb
FHWA, CA Div., Martha Nevai

MNevai:jw

CALIFORNIA COUNTIES

#516298

<u>Dist No.</u>	<u>County Name</u>	<u>Co Code</u>	<u>CoFIPS</u>
04	Alameda	Ala	001
10	Alpine	Alp	003
10	Amador	Ama	005
03	Butte	But BU	007
10	Calaveras	Cal	009
03	Colusa	Col	011
04	Contra Costa	CC	013
01	Del Norte	DN	015
03	El Dorado	ED	017
06	Fresno	Fra	019
03	Glenn	Gle	021
01	Humboldt	Hum	023
11	Imperial	Imp	025
09	Inyo	Iny	027
06	Kern	Ker	029
06	Kings	Kin	031
01	Lake	Lak	033
02	Lassen	Las	035
07	Los Angeles	LA	037
06	Madera	Mad	039
04	Marin	Mrn	041
10	Mariposa	Mpa	043
01	Mendocino	Men	045
10	Merced	Mer	047
02	Modoc	Mod	049
09	Mono	Mno	051
05	Monterey	Mon	053
04	Napa	Nap	055
03	Nevada	Nev	057
12	Orange	Ora	059
03	Placer	Pla	061
02	Plumas	Plu	063
08	Riverside	Riv	065
03	Sacramento	Sac	067
05	San Benito	SBt	069
08	San Bernardino	Sbd	071
11	San Diego	SD	073
04	San Francisco	SF	075
10	San Joaquin	SJ	077
05	San Luis Obispo	SLO	079
04	San Mateo	SM	081
05	Santa Barbara	SB	083
04	Santa Clara	SCI	085
04	Santa Cruz	SCr	087
02	Shasta	Sha	089
03	Sierra	Sie	091
02	Siskiyou	Sis	093
10	Solano	Sol	095
04	Sonoma	Scn	097
10	Stanislaus	Sta	099
03	Sutter	Sut	101
02	Tehama	Teh	103
02	Trinity	Tri	105
06	Tulare	Tul	107
10	Tuolumne	Tuo	109
07	Ventura	Ven	111
03	Yolo	Yol	113
03	Yuba	Yub	115

CALIFORNIA CITIES

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST NO.	CO CODE	URBAN AREA No.
Adelanto	Add	12-22-1970	08	SBd	
Agoura Hills	AgriH	12-08-1982	07	LA	3091
Alameda	Ala	04-19-1854	04	Ala	3072
Albany	Alb	09-22-1908	04	Ala	3072
Alhambra	Alh	07-11-1903	07	LA	3041
Alhambra	Alh	09-16-1901	02	Mod	
Alviso-annex to San Jose 3-12-68		03-26-1852	04	SCI	
Amador	Ama	06-02-1915	10	Ama	
Anaheim	Ana	03-18-1878	12	Ora	3041
Anderson	And	01-16-1956	02	Sha	3063
Angels (Angels Camp)	Ang	01-24-1912	10	Cal	
Antioch	Ant	02-06-1872	04	CC	3001
Apple Valley	ApIV	11-28-1988	08	SBd	3115
Arcadia	Ada	08-05-1903	07	LA	3041
Arcata	Arc	02-02-1858	01	Hum	3002
Arroyo Grande	ArGd	07-10-1911	05	SLO	3029
Artesia	Art	05-29-1959	07	LA	3041
Arvin	Arv	12-21-1960	06	Ker	3003
Atascadero	Atas	07-02-1979	05	SLO	3004
Atherton	Am	09-12-1923	04	SM	3072
Arwater	Atw	08-16-1922	10	Mer	3005
Auburn	Aub	05-02-1888	03	Pla	
Avalon	Ava	06-26-1913	07	LA	3041
Avenal	Avnl	09-18-1979	06	Kin	
Azusa	Azu	12-29-1898	07	LA	3041
Bakersfield	ArvBkd	01-11-1898	06	Ker	3007
Baldwin Park	BwP	01-25-1956	07	LA	3041
Banning	Ban	02-06-1913	08	Riv	3008
Barstow	Bsw	09-30-1947	08	SBd	3009
Beaumont	Bau	11-18-1912	08	Riv	3008
Bell	Bell	11-07-1927	07	LA	3041
Bell Garden	BGdn	08-01-1961	07	LA	3041
Bellflower	Bfl	09-03-1957	07	LA	3041
Belmont	Bmt	10-29-1926	04	SM	3072
Belvedere	Blv	12-24-1896	04	Mrm	
Benicia	Bcn	03-27-1850	10	Soi	3072
Berkeley	Ber	04-01-1878	04	Ala	3072
Beverly Hills	BvHs	01-29-1914	07	LA	3041
Big Bear Lake	BBL	11-24-1980	08	SBd	3119
Biggs	Big	06-26-1903	03	But	
Bishop	Bis	05-06-1903	09	Iny	
Blue Lake	BLk	04-23-1910	01	Hum	
Blythe	Bly	07-21-1916	11	Riv	3011
Bradbury	Bby	07-26-1957	07	LA	
Brawley	Brw	04-16-1908	11	Imp	3012
Brea	Bre	02-23-1917	12	Ora	3041
Brenwood	Bwd	01-21-1948	04	CC	
Brisbane	Bsbn	11-27-1961	04	SM	3072
Buena Park	BPK	01-27-1953	12	Ora	3041
Burbank	Btb	07-15-1911	07	LA	3041
Burlingame	Buri	06-06-1908	04	SM	3072
Cabazon-Disincorporated 2-11-72		11-15-1955	08	Riv	
Calexico	Clx	04-16-1908	11	Imp	3013
California City	CalC	12-08-1965	09	Ker	
Calipatria	Clp	02-28-1919	11	Imp	
Calistoga	Csta	01-06-1886	04	Nap	
Camarillo	Cmrl	10-22-1964	07	Vcn	3091
Campbell	Cmb	03-28-1952	04	SCI	3047
Capitola	Cptl	01-11-1949	04	SCr	3076
Carlsbad	Cbd	07-16-1952	11	SD	3071
Carmel by the Sea (Carmel)	Cml	10-31-1916	05	Mon	3049
Carpinteria	Carp	09-28-1965	05	SB	
Carson	Crns	02-19-1968	07	LA	3041

CALIFORNIA CITIES

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST NO.	CO CODE	URBAN AREA No.
Cathedral City	ChhC	11-16-1981	08	Riv	3056
Ceres	Cer	02-26-1918	10	Sta	
Cerritos	Cris	03-01-1967	07	LA	3041
Chico	Chc	01-08-1872	03	But	3014
Chino	Chn	03-05-1910	08	SBd	3041
Chowchilla	Chw	02-07-1923	06	Mad	
Chula Vista	ChV	10-26-1911	11	SD	3071
Claremont	Cla	10-03-1907	07	LA	3041
Clayton	Cym	03-18-1964	04	CC	3072
Clearlake	Clk	11-14-1980	01	Lak	
Cloverdale	Clvd	02-28-1872	04	Son	
Clovis	Clo	02-27-1912	06	Fre	3026
Coachella	Coa	12-13-1946	11	Riv	
Coalinga	Cing	04-03-1906	06	Fre	3016
Colfax	Cfx	02-23-1910	03	Pla	
Colma	Clm	08-05-1924	04	SM	3072
Colton	Col	07-20-1887	08	SBd	3069
Colusa	Clu	04-04-1870	03	Col	
Commerce	Cmrc	01-28-1960	07	LA	3041
Compton	Com	05-11-1888	07	LA	3041
Concord	Cnd	02-09-1905	04	CC	3072
Corcoran	Crcn	08-11-1914	06	Kin	
Corning	Cng	08-06-1907	02	Teh	
Corona	Cor	07-13-1896	08	Riv	3069
Coronado	Cord	12-11-1890	11	SD	3071
Corte Madera	CMad	06-10-1916	04	Mm	3072
Costa Mesa	CMS	06-29-1953	12	Ora	3041
Cotati	Coti	07-16-1963	04	Son	
Covina	Cov	08-14-1901	07	LA	3041
Crescent City	CrC	04-13-1854	01	DN	3102
Cudahy	Cdhy	11-10-1960	07	LA	3041
Culver City	CIC	09-20-1917	07	LA	3041
Cupertino	Cpo	10-10-1955	04	SCI	3047
Cypress	Cyp	07-24-1956	12	Ora	3041
Dairy Valley-renamed Cerritos		04-24-1956	07	LA	
Dairyland-renamed LaPalma		10-26-1955	12	Ora	
Daly City	DIC	03-21-1911	04	SM	3072
Dana Point	DaPt	01-01-1989	12	Ora	3041
Danville	Dnvl	06-30-1982	04	CC	3072
Davis	Dvs	03-28-1917	03	Yol	3019
Del Mar	DMr	07-15-1959	11	SD	3071
Del Rey Oaks	DRO	09-03-1953	05	Mon	3049
Delano	Dln	04-13-1915	06	Ker	3020
Desert Hot Springs	DHSp	09-25-1963	08	Riv	
Dinuba	Dba	01-06-1906	06	Tul	3021
Dixon	Dsn	03-30-1878	10	Sol	
Dorris	Drs	12-23-1908	02	Sis	
Dos Palos	Dpls	05-24-1935	10	Mer	
Downey	Dny	12-17-1956	07	LA	3041
Duarte	Drt	08-22-1957	07	LA	3041
Dublin	Dbln	02-01-1982	04	Ala	3072
Dunsmuir	Dmr	08-07-1909	02	Sis	
East Palo Alto	EPAl	07-01-1963	04	SM	3072
El Cajon	ECj	11-20-1912	11	SD	3071
El Centro	ECn	04-16-1918	11	Imp	3022
El Cerrito	ECr	08-23-1917	04	CC	3072
El Monte	EMte	11-18-1912	07	LA	3041
El Segundo	ESeg	01-18-1917	07	LA	3041
Elsinore-renamed Lake Elsinore		04-20-1888	08	Riv	
Emeryville	Emv	12-08-1896	04	Ala	3072
Encinitas	Ents	10-01-1986	11	SD	3071
Escalon	Esl	03-12-1957	10	SJ	
Escondido	Est	10-08-1888	11	SD	3071

CALIFORNIA CITIES

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST NO.	CO CODE	URBAN AREA No.
Emma	Em	03-13-1878	02	Sis	
Eureka	Eur	04-18-1856	01	Hum	3024
Exeter	Exr	03-02-1911	06	Tul	
Fairfax	Frfx	03-02-1931	04	Mmn	3072
Fairfield	Frfd	12-12-1903	10	Sol	3025
Farmersville	Fmvl	10-05-1960	06	Tul	
Ferndale	Fer	08-28-1893	01	Hum	
Fillmore	Fil	07-10-1914	07	Vcn	3107
Firebaugh	Fir	09-17-1914	06	Frc	
Folsom	Fol	04-20-1946	03	Sac	3067
Fontana	Fna	06-25-1952	08	SBd	3069
Fort Bragg	FBg	08-05-1889	01	Men	
Fort Jones	FJn	03-16-1872	02	Sis	
Fortuna	Fta	02-20-1906	01	Hum	
Foster City	FstC	04-27-1971	04	SM	3072
Fountain Valley	FnV	06-13-1957	12	Ora	3041
Fowler	Fow	06-15-1908	06	Frc	
Fremont	Fmt	01-23-1956	04	Ala	3072
Fresno	Frc	10-12-1885	06	Frc	3026
Fullerton	Ful	02-15-1904	12	Ora	3041
Galt	Gal	08-16-1946	03	Sac	
Garden Grove	GGr	06-18-1956	12	Ora	3041
Gardena	Gar	09-11-1930	07	LA	3041
Gilroy	Gil	03-12-1870	04	SCI	3027
Glendale	GndI	02-15-1906	07	LA	3041
Glendora	Gdr	11-13-1911	07	LA	3041
Gonzales	Gnz	01-14-1947	05	Mon	
Grand Terrace	GrTr	11-25-1978	08	SBd	
Grass Valley	GVI	04-15-1861	03	Nev	3028
Greenfield	Gnfd	01-07-1947	05	Mon	
Gridley	Grd	11-23-1905	03	But	
Grover City	GrC	12-21-1959	05	SLO	3029
Guadalupe	Gdlp	08-03-1946	05	SB	
Gustine City	Gus	11-11-1915	10	Mer	
Half Moon Bay	HMBY	07-15-1959	04	SM	
Hanford	Han	08-12-1891	06	Kin	3030
Hawaiian Gardens	HGdn	04-09-1964	07	LA	3041
Hawthorne	Hzw	07-12-1922	07	LA	3041
Hayward	Hay	03-11-1876	04	Ala	3072
Healdsburg	Hlbg	02-20-1867	04	Son	
Hemet	Hem	01-20-1910	08	Riv	3031
Hercules	Hcr	12-15-1900	04	CC	3072
Hermosa Beach	HmB	01-10-1907	07	LA	3041
Hesperia	Hes	07-01-1988	08	SBd	3115
Hidden Hills	HidH	10-19-1961	07	LA	3041
Highland	High	11-24-1987	08	SBd	
Hillsborough	Hil	05-05-1910	04	SM	3072
Hollister	Hst	03-26-1874	05	SBt	3032
Holtville	Holt	07-01-1908	11	Imp	
Hornitos-Inactive		05-28-1870	10	Mpa	
Hughson	Husn	11-30-1972	10	Sta	
Huntington Beach	HnuB	02-17-1909	12	Ora	3041
Huntington Park	HnuP	09-01-1906	07	LA	3041
Huron	Hm	05-03-1951	06	Frc	
Imperial	Imp	07-12-1904	11	Imp	
Imperial Beach	ImB	07-18-1956	11	SD	3071
Indian Wells	IndW	07-07-1967	11	Riv	3056
Indio	Ind	05-16-1930	11	Riv	3033
Industry	Idy	06-18-1957	07	LA	3041
Inglewood	Ing	02-14-1908	07	LA	3041
Ione	Ion	03-23-1953	10	Ama	
Irvine	Irvin	12-28-1971	12	Ora	3041
Irwindale	lrw	08-06-1957	07	LA	3041

CALIFORNIA CITIES

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST. NO.	CO CODE	URBAN AREA No.
Isleton	Ist	05-14-1923	03	Sac	
Jackson	Jkn	10-14-1905	10	Ama	
Kerman	Kmn	07-02-1946	06	Fre	
King City	KnC	02-09-1911	05	Mon	
Kingsburg	KnGB	05-19-1908	06	Fre	
La Canada Flintridge	LCF	11-30-1976	07	LA	3041
La Habra	LHb	01-20-1925	12	Ora	3041
La Habra Heights	LHHs	12-01-1978	07	LA	3041
La Mesa	LMsa	02-16-1912	11	SD	3071
La Mirada	LMrd	03-23-1960	07	LA	3041
La Palma	LPma	02-11-1957	12	Ora	3041
La Puente	LPu	08-01-1958	07	LA	3041
La Quinta	LQnt	04-28-1982	11	Riv	
La Verne	LVn	08-20-1906	07	LA	3041
Lafayette	Lfy	07-22-1968	04	CC	3072
Laguna Beach	LgmB	06-29-1927	12	Ora	3041
Lake Elsinore	Esn	12-15-1972	08	Riv	
Lakeport	Lkpt	04-30-1883	01	Lak	
Lakewood	Lkw	04-16-1954	07	LA	3041
Lancaster	Lan	11-21-1977	07	LA	3055
Larkspur	Lksp	03-17-1908	04	Mrm	3072
Lawndale	Lndl	12-28-1959	07	LA	3041
Lemon Grove	LmGr	05-06-1977	11	SD	
Lemoore	Lem	08-04-1900	06	Kin	3117
Lincoln	Lncn	08-07-1890	03	Pla	
Lindsay	Lnsy	03-05-1910	06	Tul	3037
Live Oak	LiO	01-22-1947	03	Sut	
Livermore	Lvmr	04-01-1876	04	Ala	3072
Livingston	Lvtn	09-13-1922	10	Mer	
Lodi	Lod	12-06-1906	10	SJ	3039
Loma Linda	LmLn	09-29-1970	08	SBd	3069
Lomita	Lmta	06-25-1964	07	LA	3041
Lompoc	Lom	08-13-1888	05	SB	3040
Long Beach	LBch	12-13-1897	07	LA	3041
Loomis	Lms	12-17-1984	03	Pla	
Los Alamitos	LAIm	03-01-1960	12	Ora	3041
Los Altos	LAis	12-01-1952	04	SCI	3047
Los Altos Hills	LAH	01-27-1956	04	SCI	3047
Los Angeles	LA	04-04-1850	07	LA	3041
Los Banos	LBns	05-08-1907	10	Mer	3042
Los Gatos	LGis	08-10-1887	04	SCI	3047
Loyalton	Loy	09-21-1901	03	Sie	
Lynwood	Lyn	07-16-1921	07	LA	3041
Madera	Mad	03-27-1907	06	Mad	3043
Mammoth Lakes	MmLk	08-20-1984	09	Mno	
Manhattan Beach	ManB	12-07-1912	07	LA	3041
Manteca	Mtca	06-05-1918	10	SJ	3044
Maricopa	Mcp	07-25-1911	06	Ker	
Marina	Mma	11-13-1975	05	Mon	3049
Markleeville-Inactive		04-04-1864	10	Alp	
Martinez	Mtz	04-01-1876	04	CC	3072
Marysville	Mvl	02-05-1851	03	Yub	3045
Maywood	Myd	09-02-1924	07	LA	3041
McFarland	McF	07-18-1957	06	Ker	
Meadowlake-Inactive		06-13-1866	06	Fre	
Mendota	Mdh	06-17-1942	06	Fre	
Menlo Park	MIP	11-23-1927	04	SM	3072
Merced	Mer	04-03-1889	10	Mer	3046
Mill Valley	MIV	05-15-1900	04	Mrm	3072
Millbrae	Mlbr	01-14-1900	04	SM	3072
Millpitas	Mps	01-26-1954	04	SCI	3047
Mission Viejo	MsnV	03-31-1988	12	Ora	3041
Modesto	Mod	08-06-1884	10	Sua	3048

CALIFORNIA CITIES

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST NO.	CO CODE	URBAN AREA No.
Monrovia	Mnro	12-15-1887	07	LA	3041
Montague	Mntg	01-28-1909	02	Sis	
Montclair	Mcl	04-18-1958	08	SBd	3041
Monte Sereno	MSo	05-14-1957	04	SCI	3047
Monte Vista-renamed Montclair		04-25-1956	08	SBd	
Montebello	Mtbl	10-15-1920	07	LA	3041
Monterey	Mon	06-14-1889	05	Mon	3049
Monterey Park	MonP	05-29-1916	07	LA	3041
Moorestpark	Mrpk	07-01-1983	07	Ven	
Moraga	Mrga	11-12-1974	04	CC	3072
Moreno Valley	MorV	12-03-1984	08	Riv	3170
Morgan Hill	MgH	11-10-1906	04	SCI	
Morro Bay	MoBy	07-15-1964	05	SLO	3097
Mount Shasta	MSha	05-31-1905	02	Sis	
Mountain View	MVw	11-07-1902	04	SCI	3047
Napa	Nap	03-23-1872	04	Nap	3050
National City	NatC	07-28-1887	11	SD	3071
Needles	Ned	10-30-1913	08	SBd	
Nevada City	NevC	04-19-1856	03	Nev	3028
Newark	Nwk	09-22-1955	04	Ala	3072
Newman	Newm	06-10-1908	10	Sta	
Newport Beach	NptB	09-01-1906	12	Ora	3041
Norco	Nrco	12-23-1964	08	Riv	3069
North Sacramento, annex to Sac'to 12-31-64		06-18-1924	03	Sac	
Norwalk	Nrw	08-26-1957	07	LA	3041
Novato	Nvto	01-20-1960	04	Mrm	3072
Oakdale	Okdl	11-24-1906	10	Sta	3098
Oakland	Oak	05-04-1852	04	Ala	3072
Oceanside	Ocn	07-12-1888	11	SD	3071
Ojai	Oji	08-05-1921	07	Ven	3110
Ontario	Ont	12-10-1891	08	SBd	3041
Orange	Ora	04-14-1888	12	Ora	3041
Orange Cove	OrCv	01-20-1948	06	Fre	
Orinda	Orin	07-01-1985	04	CC	3072
Orland	Orl	11-11-1909	03	Glc	
Oroville	Oro	01-03-1906	03	But	3053
Oxnard	Oxn	06-30-1903	07	Ven	3091
Pacific Grove	PGr	07-05-1889	05	Mon	3049
Pacifica	Pfa	11-21-1957	04	SM	3072
Palm Desert	PDst	11-16-1973	08	Riv	3056
Palm Springs	PSp	04-20-1938	08	Riv	3056
Palmdale	Pmdlm	08-24-1962	07	LA	3041
Palo Alto	PA	04-23-1894	04	SCI	3047
Palos Verdes Estates	PVE	12-20-1939	07	LA	3041
Paradise	Prds	11-27-1979	03	But	3057
Paramount	Prm	01-30-1957	07	LA	3041
Parlier	Par	11-15-1921	06	Fre	
Pasadena	Pas	06-19-1886	07	LA	3041
Paso Robles (El Paso de Robles)	PsRs	03-11-1889	05	SLO	3058
Patterson	Pat	12-24-1919	10	Sta	
Perris	Per	05-26-1911	08	Riv	
Petaluma	Pet	04-12-1858	04	Son	3059
Pico Rivera	PRv	01-29-1958	07	LA	3041
Piedmont	Pdmt	01-31-1907	04	Ala	3072
Pinoie	Pin	06-25-1903	04	CC	3072
Pismo Beach	PBch	04-25-1946	05	SLO	3029
Pittsburg	Pit	06-25-1903	04	CC	3001
Placentia	Plcn	12-02-1926	12	Ora	3041
Placerville	Plcr	05-13-1854	03	ED	3099
Pleasant Hill	PIHl	11-14-1961	04	CC	3072
Pleasanton	Ple	06-13-1894	04	Ala	3072
Plymouth	Ply	02-08-1917	10	Ama	
Point Arena	PlA	07-11-1908	01	McN	

CALIFORNIA CITIES

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST NO.	CO CODE	URBAN AREA No.
Pomona	Pom	01-06-1888	07	LA	3041
Port Hueneme	PHme	03-24-1948	07	Ven	3091
Porterville	Ptv	05-07-1902	06	Tul	3061
Portola	Ptl	05-16-1946	02	Plu	
Portola Valley	PtlV	07-14-1964	04	SM	3072
Poway	Pwy	12-01-1980	11	SD	3071
Rancho Cucamonga	RCuc	11-27-1977	08	SBd	3041
Rancho Mirage	RMir	07-19-1973	08	Riv	3056
Rancho Palos Verdes	RoPV	09-04-1973	07	LA	3041
Red Bluff	RBl	03-31-1876	02	Teh	3062
Redding	Rdg	10-04-1887	02	Sha	3063
Redlands	Rdl	12-07-1888	08	SBd	3069
Redondo Beach	RdoB	04-29-1892	07	LA	3041
Redwood City	RdwC	03-27-1868	04	SM	3072
Reedley	Reed	02-18-1913	06	Fre	3065
Rialto	Ria	11-17-1911	08	SBd	3069
Richmond	Rch	08-16-1905	04	CC	3072
Ridgecrest	Rgr	11-29-1963	09	Kcr	3066
Rio Dell	RDell	02-26-1965	01	Hum	
Rio Vista	RVs	01-06-1894	10	Sol	
Ripon	Rip	11-27-1945	10	SJ	3173
Riverbank	Rvbk	08-23-1922	10	Sta	
Riverside	Riv	10-11-1883	08	Riv	3069
Rocklin	Roc	02-24-1893	03	Pla	3067
Rohnert Park	RnPk	08-28-1962	04	Son	3079
Rolling Hills	RIH	01-24-1957	07	LA	3041
Rolling Hills Estates	RHE	09-18-1957	07	LA	3041
Rosemead	Rsm	08-04-1959	07	LA	3041
Roseville	Rsv	04-10-1909	03	Pla	3067
Ross	Ros	08-21-1908	04	Mm	3072
Sacramento	Sac	02-27-1850	03	Sac	3067
Saint Helena	SHla	03-24-1876	04	Nap	
Salinas	Sal	03-04-1874	05	Mon	3049
San Anselmo	SImo	04-09-1907	04	Mm	3072
San Bernardino	SBd	08-10-1869	08	SBd	3069
San Bruno	SBr	12-23-1914	04	SM	3072
San Carlos	SCar	07-08-1925	04	SM	3072
San Clemente	SCle	02-28-1928	12	Ora	3041
San Diego	SD	03-27-1850	11	SD	3071
San Dimas	SDms	08-04-1960	07	LA	3041
San Fernando	SFr	08-31-1911	07	LA	3041
San Francisco	SF	02-18-1850	04	SF	3072
San Gabriel	SGb	04-24-1913	07	LA	3041
San Jacinto	SJc	04-20-1888	08	Riv	
San Joaquin	SJ	02-14-1920	06	Fre	
San Jose	SJs	03-27-1850	04	SCI	3047
San Juan Bautista	SJB	05-04-1896	05	SBt	
San Juan Capistrano	SJCp	04-19-1961	12	Ora	3041
San Leandro	SLn	03-21-1872	04	Ala	3072
San Luis Obispo	SLO	02-19-1856	05	SLO	3074
San Marcos	SMcs	01-28-1963	11	SD	
San Marino	SMro	04-25-1913	07	LA	3041
San Mateo	SM	09-04-1894	04	SM	3072
San Pablo	SPb	04-27-1948	04	CC	3072
San Rafael	SRf	02-18-1874	04	Mm	3072
San Ramon	SRmn	07-01-1983	04	CC	3072
Sand City	SndC	05-31-1960	05	Mon	3049
Sanger	Sgr	05-25-1911	06	Fre	3073
Santa Ana	SA	06-12-1886	12	Ora	3041
Santa Barbara	SB	04-09-1850	05	SB	3075
Santa Clara	SCI	04-03-1857	04	SCI	3047
Santa Clarita	SCta	12-15-1987	07	LA	3041
Santa Cruz	SCr	03-31-1866	04	SCr	3076

CALIFORNIA CITIES

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST NO.	CO CODE	URBAN AREA No.
Sanza Fe Springs	SFSp	05-15-1957	07	LA	3041
Sanza Maria	SMra.	09-20-1905	05	SB	3077
Sanza Monica	SMca	12-09-1886	07	LA	3041
Sanza Paula	SPa	04-22-1902	07	Vcn	3078
Sanza Rosa	SRO	03-16-1868	04	Son	3079
Sanzee	Snt	12-01-1980	11	SD	3071
Saratoga	Sar	10-22-1956	04	SCl	3047
Sausalito	Saus	09-04-1893	04	Mm	3072
Scons Valley	SctV	08-02-1966	04	SCr	
Seal Beach	SIB	10-27-1915	12	Ora	3041
Seaside	Sca	10-13-1954	05	Mon	3049
Sebastopol	Seb	06-13-1902	04	Son	
Selma	Sel	03-15-1893	06	Fre	3080
Shafter	Shf	01-20-1938	06	Ker	
Sierra Madre	SicM	02-07-1907	07	LA	3041
Signal Hill	SigH	04-22-1924	07	LA	3041
Simi Valley	SimV	10-10-1969	07	Vcn	3081
Solana Beach	SolB	07-01-1986	11	SD	3071
Solstad	Sol	03-09-1921	05	Mon	
Solvang	Sivg	05-01-1985	05	SB	
Sonoma	Son	06-22-1900	04	Son	
Sonora	Sra	04-01-1851	10	Tuo	
South El Monte	SEMt	07-30-1958	07	LA	3041
South Gate	SGt	01-15-1923	07	LA	3041
South Lake Tahoe	SLTo	11-30-1965	03	ED	3082
South Pasadena	SPas	03-02-1888	07	LA	3041
South San Francisco	SSF	09-19-1908	04	SM	3072
Stanton	Stt	06-04-1956	12	Ora	3041
Stockton	Sikn	07-23-1850	10	SJ	3083
Suisun City	Suis	10-09-1868	10	Sol	3025
Sunnyvale	Sunv	12-24-1912	04	SCl	3047
Susanville	Susv	08-24-1900	02	Las	3084
Summer Creek	StCk	02-11-1913	10	Ama	
Taft	Taf	11-22-1910	06	Ker	
Tehachapi	Thpi	08-13-1909	09	Ker	
Tehama	Tch	07-05-1906	02	Tch	
Temple City	TmpC	05-25-1960	07	LA	3041
Thousand Oaks	SimV	10-07-1964	07	Vcn	3091
Tiburon	Tbm	06-23-1964	04	Mm	
Torrance	Tor	05-12-1921	07	LA	3041
Tracy	Tra	07-22-1910	10	SJ	3086
Trinidad	Tmd	11-07-1870	01	Hum	
Tulare	Tul	04-12-1888	06	Tul	3087
Tulelake	Tlk	03-01-1937	02	Sis	
Turlock	Tur	02-15-1908	10	Sta	3088
Tustin	Tus	09-21-1927	12	Ora	3041
Twentynine Palms	TnP	11-23-1987	08	SBd	
Ukiah	Uki	03-08-1876	01	Men	3089
Union City	UnC	01-26-1959	04	Ala	3072
Upland	Upl	05-15-1906	08	SBd	3041
Vacaville	Vac	08-09-1892	10	Sol	3090
Vallejo	Val	03-30-1868	10	Sol	3072
Ventura (San Buenaventura)	Vcn	04-02-1866	07	Vcn	3091
Vernon	Vcr	09-22-1905	07	LA	3041
Victorville	Vctv	09-21-1962	08	SBd	
Villa Park	VIPk	01-11-1962	12	Ora	3041
Visalia	Vis	02-27-1874	06	Tul	3092
Vista	Vsta	01-28-1963	11	SD	3071
Walnut	Wal	01-19-1959	07	LA	3041
Walnut Creek	WIC	10-20-1914	04	CC	3072
Wasco	Was	12-22-1945	06	Ker	3094
Waterford	Wtrf	11-07-1969	10	Sta	
Watsonville	Wat	03-30-1868	04	SCr	3095

CITY NAME	CITY CODE	DATE OF INCORPORATION	DIST NO.	CO CODE	URBAN AREA No.
Weed	Weed	01-25-1961	02	Sis	
West Covina	WCov	01-25-1961	07	LA	3041
West Hollywood	WHwd	11-29-1984	07	LA	3041
West Sacramento	WSac	01-01-1987	03	Yol	3067
Westlake Village	WlkV	12-11-1981	07	LA	3091
Westminster	Wtm	03-27-1957	12	Ora	3041
Westmorland	Wmd	06-30-1934	11	Imp	
Wheatland	Wht	04-12-1874	03	Yub	
Whittier	Wit	02-25-1898	07	LA	3041
Williams	Wms	05-10-1920	03	Col	
Willits	Wlts	11-19-1888	01	Men	
Willows	Wlos	01-16-1886	03	Gle	
Winters	Win	02-09-1898	03	Yol	
Woodlake	Wlk	09-23-1941	06	Tul	
Woodland	Wd	03-24-1874	03	Yol	3096
Woodside	Wds	11-16-1856	04	SM	3072
Yorba Linda	YbLn	10-30-1967	12	Ora	3041
Yountville	YnrV	02-04-1956	04	Nap	
Yreka	Yre	04-21-1857	02	Sis	3103
Yuba City	YC	01-23-1908	03	Sut	3045



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, CA 95814-2724

October 19, 1998

IN REPLY REFER TO
HPD-CA
File #: 750.1
Document #: 21252

Mr. James W. van Loben Sels, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
for Mr. Alan Glen

Dear Mr. van Loben Sels:

SUBJECT: ER PROGRAM - REVISED DELEGATION FOR SITE REVIEWS

We appreciate the leadership and initiative Caltrans has taken with the January 15, 1997 delegation to prepare and approve some of the Damage Assessment Forms (DAF) for the Emergency Relief (ER) Program. This delegation has been in force for the two large disasters recently encountered in California - the statewide flooding in 1997 (CA97-1) and the statewide El Niño storms of 1998 (CA98-1). The success of this delegation is attributed to the strong role Caltrans Local Assistance has always had in the ER program, and the willingness to assume the ER delegation.

As we indicated at that time, the ER delegation was subject to revision as both our agencies gain experience with its use. The consensus of a meeting and subsequent communication between our staffs was that more delegations are in order to further maximize the efficiency of getting DAFs done quickly. Specifically, sites over \$100,000 and sites involving only a minor R/W activity were seen as areas Caltrans could be assigned more delegation.

Accordingly, and effective for disasters declared after this date, the ER delegations are revised for Caltrans to conduct site reviews and preparation of DAFs for all local streets and roads (without a cost threshold) except for sites where:

Resurfacing is involved (exceed 50% of project cost)

Significant R/W actions are involved such as:

- relocations of residents or businesses
- partial takes which affect current use of property
- full acquisitions
- partial takes exceeding 25% of a parcel
- involvement of more than 2 parcels

Betterments are involved

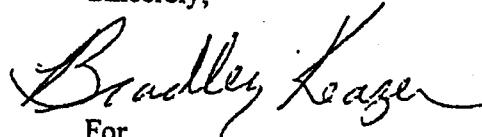
Environmental document exceeds a categorical exclusion

The last criterion, "environmental document exceeds a categorical exclusion," is for determining FHWA participation in the site review and does not delegate environmental clearance authority. FHWA will still be required to approve a Categorical Exclusion (CE) when the programmatic CE conditions do not apply.

As with the original delegation, this delegation to Caltrans is given with the understanding that it cannot be redelegated to the local agencies. Also, it should be understood that this delegation to Caltrans continues to not include sites on State Highways; FHWA representatives will continue to review these sites and sign DAFs for them.

This delegation does not mandatorily preclude FHWA involvement in site review and DAF preparation. You may request FHWA personnel involvement when technical assistance is needed or when it would be significantly more timely for Caltrans/local agency personnel to arrange a separate review for a delegated site or sites.

Sincerely,



For
Jeffrey A. Lindley
Division Administrator

Concur:



10/23/98

California Department of Transportation

Date

forfeited guarantees in accordance with its normal practices.

(j) A copy of the executed contract between the STD and the construction contractor should be furnished to the Division Administrator as soon as practicable after execution.

(k) In the case of a design-build project, the following requirements apply: Design-build contracts shall be awarded in accordance with the Request for Proposals document. See 23 CFR Part 636, Design-build Contracting, for details.

[56 FR 37004, Aug. 2, 1991, as amended at 67 FR 75925, Dec. 10, 2002]

635.115 Agreement estimate.

(a) Following the award of contract, an agreement estimate based on the contract unit prices and estimated quantities shall be prepared by the STD and submitted to the Division Administrator as soon as practicable for use in the preparation of the project agreement. The agreement estimate shall also include the actual or best estimated costs of any other items to be included in the project agreement.

(b) An agreement estimate shall be submitted by the STD for each force account project (see 23 CFR part 635, subpart B) when the plans and specifications are submitted to the Division Administrator for approval. It shall normally be based on the estimated quantities and the unit prices agreed upon in advance between the STD and the Division Administrator, whether the work is to be done by the STD or by a local public agency. Such agreed unit prices shall constitute a commitment as the basis for Federal participation in the cost of the project. The unit prices shall be based upon the estimated actual cost of performing the work but shall in no case exceed unit prices currently being obtained by competitive bidding on comparable highway construction work in the same general locality. In special cases involving unusual circumstances, the estimate may be based upon the estimated costs for labor, materials, equipment rentals, and supervision to complete the work rather than upon agreed unit prices. This paragraph shall not be applicable to agreement estimates for

railroad and utility force account work.

§ 635.116 Subcontracting and contractor responsibilities.

(a) Contracts for projects shall specify the minimum percentage of work that a contractor must perform with its own organization. This percentage shall be not less than 30 percent of the total original contract price excluding any identified specialty items. Specialty items may be performed by subcontract and the amount of any such specialty items so performed may be deducted from the total original contract before computing the amount of work required to be performed by the contractor's own organization. The contract amount upon which the above requirement is computed includes the cost of materials and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

(b) The STD shall not permit any of the contract work to be performed under a subcontract, unless such arrangement has been authorized by the STD in writing. Prior to authorizing a subcontract, the STD shall assure that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. The Division Administrator may permit the STD to satisfy the subcontract assurance requirements by concurrence in a STD process which requires the contractor to certify that each subcontract arrangement will be in the form of a written agreement containing all the requirements and pertinent provisions of the prime contract. Prior to the Division Administrator's concurrence, the STD must demonstrate that it has an acceptable plan for monitoring such certifications.

(c) To assure that all work (including subcontract work) is performed in accordance with the contract requirements, the contractor shall be required to furnish:

(1) A competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations

(regardless of who performs the work), and;

(2) Such other of its own organizational resources (supervision, management, and engineering services) as the STD contracting officer determines are necessary to assure the performance of the contract.

(d) In the case of a design-build project, the following requirements apply:

(1) The provisions of paragraph (a) of this section are not applicable to design-build contracts;

(2) At their discretion, the STDs may establish a minimum percentage of work that must be done by the design-builder. For the purpose of this section, the term design-builder may include any firms that are equity participants in the design-builder, their sister and parent companies, and their wholly owned subsidiaries;

(3) No procedure, requirement or preference shall be imposed which prescribes minimum subcontracting requirements or goals (other than those necessary to meet the Disadvantaged Business Enterprise program requirements of 49 CFR part 26).

[56 FR 37004, Aug. 2, 1991, as amended at 67 FR 75925, Dec. 10, 2002]

§ 635.117 Labor and employment.

(a) No construction work shall be performed by convict labor at the work site or within the limits of any Federal-aid highway construction project from the time of award of the contract or the start of work on force account until final acceptance of the work by the STD unless it is labor performed by convicts who are on parole, supervised release, or probation.

(b) No procedures or requirement shall be imposed by any State which will operate to discriminate against the employment of labor from any other State, possession or territory of the United States, in the construction of a Federal-aid project.

(c) The selection of labor to be employed by the contractor on any Federal-aid project shall be by the contractor without regard to race, color, religion, sex, national origin, age, or handicap and in accordance with 23 CFR part 230, 41 CFR part 60 and Exec.

Order No. 11246 (Sept. 24, 1965), 3 CFR 339 (1964-1965), as amended.

(d) Pursuant to 23 U.S.C. 140(d), it is permissible for STD's to implement procedures or requirements which will extend preferential employment to Indians living on or near a reservation on eligible projects as defined in paragraph (e) of this section. Indian preference shall be applied without regard to tribal affiliation or place of enrollment. In no instance should a contractor be compelled to layoff or terminate a permanent core-crew employee to meet a preference goal.

(e) Projects eligible for Indian employment preference consideration are projects located on roads within or providing access to an Indian reservation or other Indian lands as defined under the term "Indian Reservation Roads" in 23 U.S.C. 101 and regulations issued thereunder. The terminus of a road "providing access to" is that point at which it intersects with a road functionally classified as a collector or higher classification (outside the reservation boundary) in both urban and rural areas. In the case of an Interstate highway, the terminus is the first interchange outside the reservation.

(f) The advertisement or call for bids on any contract for the construction of a project located on the Federal-aid system either shall include the minimum wage rates determined by the Secretary of Labor to be prevailing on the same type of work on similar construction in the immediate locality or shall provide that such rates are set out in the bidding documents and shall further specify that such rates are a part of the contract covering the project.

§ 635.118 Payroll and weekly statements.

For all projects, copies of payrolls and statements of wages paid, filed with the State as set forth in the required contract provisions for the project, are to be retained by the STD for the time period pursuant to 49 CFR part 18 for review as needed by the Federal Highway Administration, the Department of Labor, the General Accounting Office, or other agencies.

precluded from enacting such preference requirements, this requirement does not apply to the Federal Government. Therefore, Federal hiring preference requirements, such as, EEO/Affirmative Action, Appalachian Preference, and Indian Preference are not in conflict with this policy.

Some states and local public agencies have implemented policies which encourage or mandate the use of local employment or local contracting. In such cases, Federal-aid contracts (including invitations for bids or request-for-proposal documents) should contain specific provisions which state that such preferences are not applicable to contracts funded by FHWA. Compliance with local preference provisions will not be a condition of responsiveness in the consideration of bids or a condition of responsibility prior to the award of contract.

b. Use of Convict Labor

References:

23 U.S.C. 114(b)
23 CFR 635.117

Applicability:

FHWA's prohibition for the use of convict labor only applies to Federal-aid highways. It does not apply to projects on roadways functionally classified as local roads or rural minor collectors (reference Mr. Schimmoller's May 9, 1996 memorandum and Mr. Baccus's May 14, 1997 legal opinion).

Guidance:

FHWA's regulation in 23 CFR 635.117(a) states: "No construction work shall be performed by convict labor at the site or within the limits of any Federal-aid highway construction project from the time of award of the contract or the start of work on force account until final acceptance of the work by the STA unless it is labor performed by convicts who are on parole, supervised release, or probation."

The principle behind the prohibition of convict labor is that use of convict labor restricts competition, because convict labor can be furnished at rates well below market labor costs or force account rates.

EMERGENCY RELIEF ENVIRONMENTAL REQUIREMENTS (#S43855)

A Categorical Exclusion under 23 CFR 771.117(c) (9) is generally applicable to ER projects. Repair of the damaged roadway to predisaster condition requires the concurrence of the Division Administrator only if unusual circumstances are involved.

If the project involves unusual circumstances, as defined in 23 CFR 771.117(b), appropriate environmental studies are required. Permanent restoration may require an environmental assessment or environmental impact statement.

If completing such environmental work imposes a severe hardship because of emergency circumstances, the Division Administrator can request that Headquarters approve deviations from normal procedures under 23 CFR 771.117. Excessive delays in completing the environmental process may jeopardize funding under 23 U.S.C. 125.

Section 7 Endangered Species Act: 50 CFR 402.05 provides a modified consultation procedure for the Fish and Wildlife Service allowing the Federal Agency to conduct an "after the fact" consultation coupled with early informal consultation by phone.

Section 4(f): "Section 4(f)", 49 U.S.C. 303, may be applicable, and require a "Section 4(f)" Statement. However, it could be of limited scope and one of several programmatic 4(f)'s that streamline the approval process might be applicable. In the past, the DOI has participated in expedited and informal Section 4(f) consultations. Further, Section 4(f) doesn't apply when the use of a 4(f) property is a temporary construction easement and the 4(f) property is restored to pre-project condition.

Air Quality: Conformity: the new conformity regulations specifically exempt from the requirement to make a conformity determination projects which repair damage caused by natural disasters that do not substantially change the function, location or capacity if the pre-existing facility.

Section 404: Discharges of fill which do not require 404 permits as defined in 33CFR 323.4 include emergency repair of recently damaged structures within a reasonable time after the damage. Nationwide permits # 3 and # 13 probably apply to most other emergency relief projects.

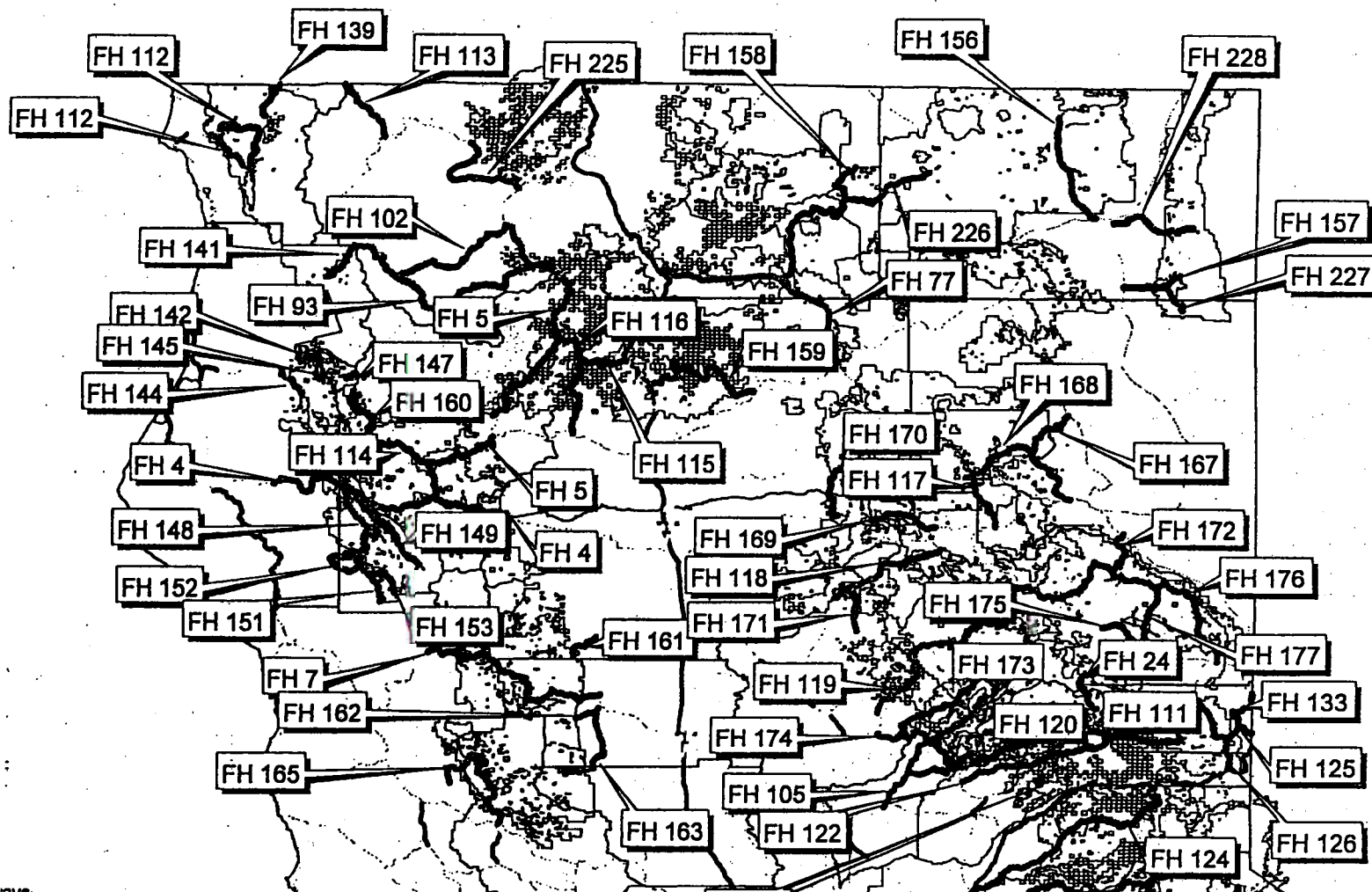
Section 106: Any undertaking that is not implemented within 30 days after the disaster or emergency will be reviewed in accordance with normal procedures.

The Division Office has determined that the emergency repairs that are done without prior FHWA approval as outside the "direct or indirect jurisdiction" and therefore not an "undertaking" under 36 CFR 800. All other emergency relief projects comply with normal Section 106 procedures.

CALIFORNIA

Forest Highway System
and
Planning Data
2001

#543932



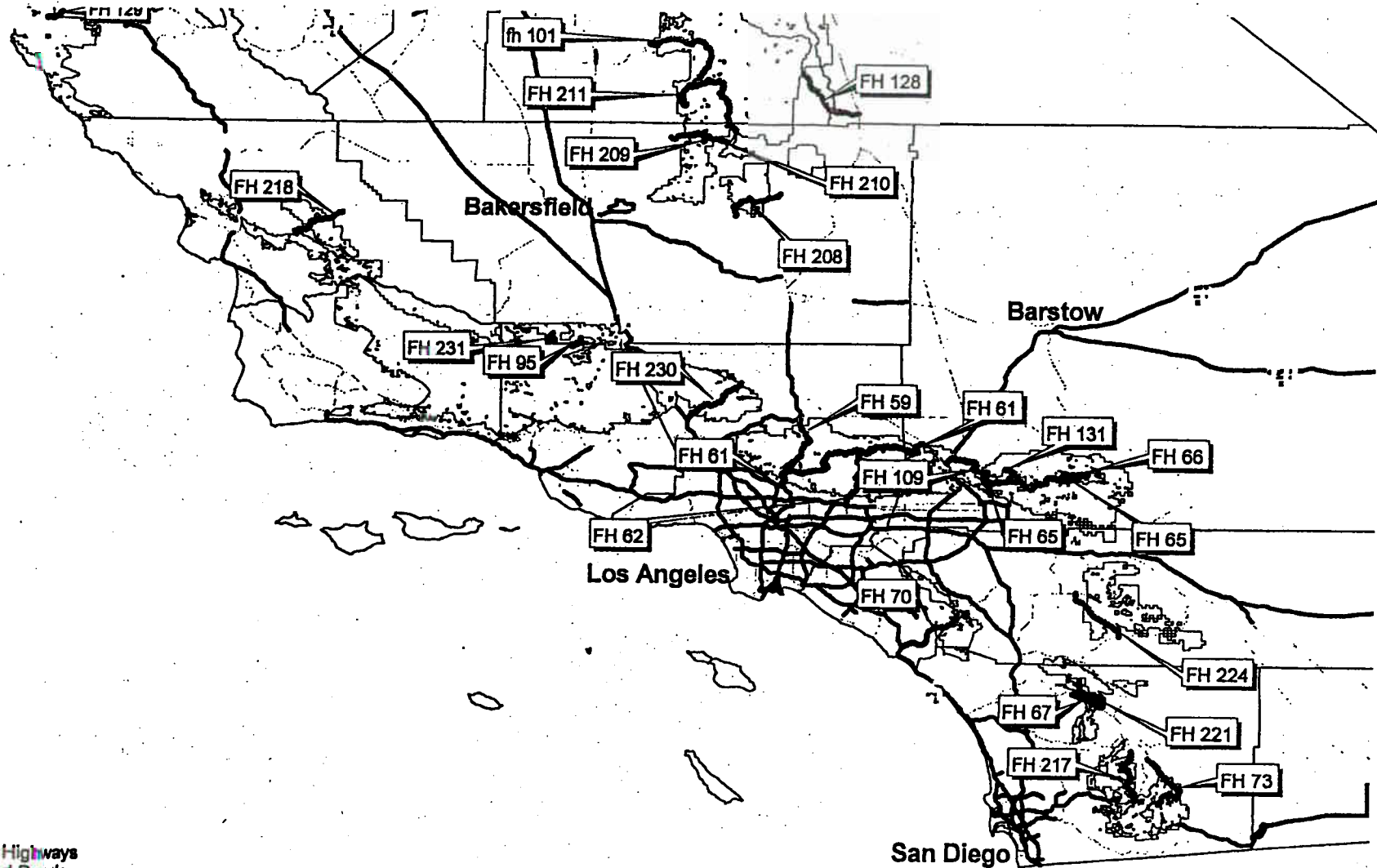
CA Forest Highways
Paved Roads
Unpaved Roads

Forest Highway System and Planning Data 2001



CALIFORNIA

Forest Highway System and Planning Data 2001



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
California Forest Highway Route Descriptions
May 10, 2000**

**TOTAL
ROUTES**
134

**TOTAL
MI/KM**
2861.2
4603.7

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
4	Van Duzen- Peanut	This route starts at the west end of the bridge over the Van Duzen River at Bridgeville and proceeds easterly 67.8 miles (109.1 km) over SR-36 to the intersection with Shasta CR-16 east of Platina.	Trinity	Humbolt Trinity	67.8	109.1
5	Peanut-Etna	This route starts at the intersection with SR-36 (FH-004) south of Peanut and proceeds northerly 109.8 miles (176.6 km) over SR-3 to the intersection of FH-102 (Sawyers Bar Road) near Etna. Exception: The section on SR-299/SR-3 between Douglas City and Weaverville.	Trinity Shasta Klamath	Trinity Siskiyou	109.8	176.7
7	Mendocino Pass	This route starts at the end of SR-162 east of Covelo and proceeds easterly 17.9 miles (28.8 km) over Mendocino CR-338, 22.0 miles (35.4 km) on Glenn CR-307 and 15.2 miles (24.5 km) on SR-162 to the intersection with Glenn CR-306 (Elk Creek-Paskenta Road).	Mendocino	Mendocino Glenn	55.1	88.7
24	Gold Lake	This route starts at the intersection with SR-49 and proceeds northerly 7.7 miles (12.4 km) over Sierra CR-S620 and 7.5 miles (12.1 km) over Plumas CR-519 to the intersection with SR-89 southeast of Graciale.	Sierra Plumas	Sierra Plumas	15.2	24.5
35	Ebbetts Pass	This route starts at the intersection with SR-49 in Angel's Camp and proceeds northwesterly 73.2 miles (118.1 km) over SR-4 to the intersection with SR-89, and then northerly 11.1 miles (17.9 km) over SR-89 to the intersection with SR-88 at Woodfords.	Stanislaus Toiyabe	Calaveras Alpine	84.3	135.6
38	Sonora Pass	This route starts at the intersection with Soulsbyville Road, in Soulsbyville, and proceeds northwesterly 70.4 miles (113.3 km) over SR-108 to the intersection with US-395 at Sonora Junction.	Stanislaus Toiyabe	Tuolumne Mono	70.4	113.3
39	Big Oak Flat Road	This route starts at the intersection with SR-49 in Moccasin and proceeds easterly 30.2 miles (48.6 km) over SR-120 to the Yosemite National Park Boundary.	Stanislaus	Tuolumne Mariposa	30.2	48.6
44	Evergreen Road	This route starts at the intersection with SR-120 at Harden Flat and proceeds northerly 7.1 miles (11.4 km) over FDR-12 to the Hetch Hetchy Road in Mather.	Stanislaus	Tuolumne	7.1	11.4
47	Oakhurst North	This route starts at the intersection with SR-49 in Oakhurst and proceeds northerly 14.6 miles (23.5 km) over SR-41 to Yosemite National Park boundary.	Sierra	Madera Mariposa	14.6	23.5
48	Huntington Lake Road	This route starts at the southern intersection with CR-ZM2710 (FH-195) and proceeds northerly 16.3 miles (26.2 km) over SR-168 to the northern intersection with FH-195 at Lakeshore.	Sierra	Fresno	16.3	26.2
59	Angeles Forest Highway	This route starts at the intersection with SR-2 (FH-061) and proceeds northerly 24.1 miles (38.8 km) over CR-N3 to the intersection with SR-14 south of Palmdale.	Angeles	Los Angeles	24.1	38.8

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
61	Angeles Crest Highway	This route starts at the intersection with Foothill Boulevard in La Canada and proceeds northerly and easterly 62.2 miles (100.1 km) over SR-2 to the intersection with SR-138 east of Wrightwood.	Angeles	Los Angeles San Bernardino	62.2	100.1
62	San Gabriel Canyon	This route starts at the intersection with Foothill Drive in Azusa and proceeds northerly 26.7 miles (43.0 km) over SR-39 to the intersection with SR-2 (FH-061).	Angeles	Los Angeles	26.7	43.0
65	Rim of the World Highway	This route starts at the intersection with North Sierra Way in San Bernardino and proceeds north and east 44.0 miles (70.8 km) over SR-18 to the south intersection with SR-38 (FH-066) in Big Bear Lake.	San Bernardino	San Bernardino	44.0	70.8
66	North Shore Road	This route starts at the intersection with SR-18 (FH-065) at the west end of Big Bear Lake and proceeds easterly 9.6 miles (15.4 km) over SR-38 to the north intersection with SR-18 in Big Bear City.	San Bernardino	San Bernardino	9.6	15.4
67	San Luis Rey Road	This route starts at the intersection with CR-S7 (FH-221) and proceeds northwesterly 9.6 miles (15.4 km) over SR-76 to the intersection with CR-S6 (FH-216).	San Bernardino	San Bernardino	9.6	15.4
70	Ortega Highway	This route starts at the west forest boundary east of San Juan Capistrano and proceeds easterly 27.6 miles (44.4 km) over SR-74 to the intersection with Grand Avenue in Lake Elsinore.	Cleveland	Orange Riverside	27.6	44.4
73	Sunrise Highway	This route starts at interchange with I-8 near Pine Valley and proceeds northerly 23.7 miles (38.1 km) over CR-S1 to the intersection with SR-79 near the Cuyamaca Reservoir.	Cleveland	San Diego	23.7	38.1
74	North Fork Road	This route starts at the intersection with SR-168, east of Prather, and proceeds northerly 2.8 miles (4.6 km) over Fresno CR-ZM1240, 7.3 miles (11.8 km) over Fresno CR-ZM1560, 7.3 miles (11.8 km) over Madera CR-S222, .3 miles (.4 km) over Madera CR-S225, 11.5 miles (18.5 km) on Madera CR-S274 and 2.7 miles (4.4 km) on Madera CR-S222 to the intersection with SR-41 (FH-047) in Yosemite Forks.	Sierra	Madera Fresno	31.9	51.3
77	Mount Shasta-Mount Lassen	This route starts at the intersection with I-5 near Mount Shasta and proceeds easterly and then southerly 55.7 miles (89.6 km) over SR-89 to the intersection with SR-299, south of Four Corners.	Shasta	Siskiyou Shasta	55.7	89.6
81	Lake Mary Road	This route starts at the intersection with SR-203 in Mammoth Lakes and southerly 4.8 miles (7.7 km) over CR-S101 to the end of the road at the Horseshoe Lake Group Campground.	Inyo	Mono	4.8	7.7
89	Rock Creek Road	This route starts at the intersection with US-395 near Tom's Place southwesterly 7.9 miles (12.7 km) over Mono CR-S1009 and 1.1 miles (1.8 km) over Inyo CR-S1001 to the end of the road near Rock Creek Lake.	Inyo	Mono Inyo	9.0	14.5
90	Western Divide	This route starts at the intersection with M50 at Holey Meadow and proceeds northerly 15.1 miles (24.3 km) over CR-107 to east end of SR-190 (FH-101) at Quaking Aspen.	Sequoia	Tulare	15.1	24.3
91	Sabrina Road	This route starts at the west end of SR-168, at the intersection with CR-2025, and proceed southwesterly 0.6 miles (1.0 km) over CR-S2026 to the end of the road near Lake Sabrina.	Inyo	Inyo	0.6	1.0

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
93	Salmon River Highway	This route starts at the intersection with SR-96 at Somes Bar and proceeds easterly 17.6 miles (28.3 km) over CR-2B01 to Forks of Salmon and then easterly 47.1 miles (75.8 km) over CR-1C02 to the intersection with SR-3 (FH-005) at Callahan.	Klamath	Siskiyou	64.7	104.1
95	Mt. Pinos	This route starts at the intersection with the Mt. Potrero Highway west of Pinon Pines and proceeds southerly 8.13 miles (13.1 km) along the Cuddy Valley Road to its terminus near the Chula Vista Campground.	Los Padres	Kern	8.1	13.0
100	South Fork Road	This route starts at the intersection CR-274 (FH-074) at north Fork and proceeds southeasterly 4.0 miles (6.4 km) over CR-225 to the intersection with FDR-81 (Sierra Vista Scenic Byway).	Sierra	Madera	4.0	6.4
101	Springville-Quaking Aspen	This route starts at the intersection with CR-J37 east of Springville and proceeds easterly 20.3 miles (32.7 km) along SR-190 to the junction with FDR 21S50 and CR-SM107 (FH-90) at Quaking Aspen.	Sequoia	Tulare	20.3	32.7
102	Sawyers Bar Road	This route starts at the intersection with CR-2B01 (FH-093) in Forks of Salmon and proceeds northeasterly 36.7 miles (59.1 km) over CR-1C01 to the intersection with SR-3 (FH-005) in Etna.	Klamath	Siskiyou	36.7	59.1
105	Marysville Road	This route starts at the intersection with SR-20 at Browns Valley and proceeds northeasterly 31.2 miles (50.2 km) over CR-8 to the intersection with SR-49 near Log Cabin.	Plumas Tahoe	Yuba	31.2	50.2
109	El Cajon-Skyline	This route starts at the interchange with I-15 at Cajon Junction and proceeds easterly 19.6 miles (31.5 km) over SR-138 the intersection with SR-18 (FH-065).	San Bernardino	San Bernardino	19.6	31.5
111	Ridge-Henness	This route starts at the intersection SR-49, south of Log Cabin, and proceeds easterly 13.2 miles (21.2 km) over CR-S180, 8.1 miles (13.0 km) over CR-S309, 13.8 miles (22.2 km) over CR-301 and 17.4 miles (28.0 km) over FDR-07 to the intersection with SR-89 north of Truckee.	Tahoe	Yuba Sierra	52.5	84.5
112	South Fork Smith River Road	This route starts at the intersection with US-199 near Hiouchi and proceeds southeasterly 13.6 miles (21.9 km) over CR-427 to the intersection with CR-405, then northerly 12.1 miles (19.5 km) over CR-405 and then and then westerly 10.8 miles (17.4 km) over CR-411 the intersection with SR-199 east of Gasquet.	Six Rivers	Del Norte	36.5	58.7
113	The State of Jefferson Scenic Byway	This route starts at the intersection with SR-96 in Happy Camp and proceeds northerly 11.0 miles (17.7 km) over CR-7C01 and 9.8 miles (15.8 km) over FDR-48 to the Oregon State Line.	Klamath Siskiyou	Siskiyou Del Norte	20.8	33.5
114	Hayfork- Hyampom	This route starts at the intersection with SR-3 (FH-005) in Hayfork and proceeds northwesterly 20.8 miles (33.5 km) over CR-301 to the intersection with FDR-60 (FH-160) in Hyampom.	Trinity	Trinity	20.8	33.5
115	Dog Creek Road	This route starts at the intersection with Trinity CR-106 (FH-116) and proceeds easterly 15.3 miles (24.6 km) over Shasta CR-8G012 to the Interchange with I-5 at Vollmers.	Shasta	Shasta	15.3	24.6

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
116	Trinity Mountain Road	This route starts at the intersection with SR-299 at Tower House and proceeds northerly 27.6 miles (44.4 km) over Shasta CR-5E009 and 12.8 miles (20.6 km) over Trinity CR-106 to the intersection SR-3 (FH-005) south of Coffee Creek.	Trinity	Shasta Trinity	40.4	65.0
117	Mooney Road	This route starts at the intersection with SR-36 in Westwood and proceeds northerly 18.1 miles (29.1 km) on CR-A21 to the intersection with SR-44. (Note: this route was formerly FH-17).	Lassen	Lassen	18.1	29.1
118	Humboldt Road	This route starts at the intersection with SR-32 near Lomo and proceeds northeasterly 14.1 miles (22.7 km) over Butte CR-91422 and 15.5 miles (24.9 km) over Plumas CR-308 to intersection SR-89 at Lake Almanor.	Lassen	Butte Plumas	29.6	47.6
119	Quincy-Oroville	This route starts at the east end of SR-162 east of Oroville and proceeds easterly 19.5 miles (31.4 km) over Butte CR-27561, 13.1 miles (21.1 km) over Plumas CR-414, 9.1 miles (14.6 km) over Plumas CR-423, 2.7 miles (4.3 km) over Plumas CR-414 and 6.3 miles (10.1 km) over Plumas CR-411 to the intersection with SR-70 in Quincy.	Plumas	Butte Plumas	50.7	81.6
120	Quincy- Maryville	This route starts at the intersection of Yuba CR-8 (FH-105) and proceeds northerly 11.6 miles (18.7 km) over Yuba CR-07 to Brownsville in Yuba County, then, in Yuba and Butte Counties, northerly 13.0 miles (20.9 km) over Yuba CR-01 and then 36.2 miles (58.2 km) over Plumas CR-511 to the intersection with SR-70/89 east of Quincy. (Note: parts of this route make up former FH-104)	Plumas	Butte Yuba Plumas	60.8	97.8
121	Brandy City Road	This route starts at the intersection with SR-49 near Fiddle Creek and proceeds northerly 3.1 miles (5.0 km) over CR-S490 to the intersection of FDR-25 at Cal-Ida.	Tahoe	Sierra	3.1	5.0
122	Birchville- Jackson Meadows Road	This route starts at the intersection with SR-49 near Birchville and proceeds northeasterly 13.2 miles (21.2 km) over CR-613, 3.7 miles (5.9 km) over CR-522, 16.6 miles (26.7 km) over CR- 843 and 5.9 miles (9.5 km) over CR- 956 to the intersection with Sierra CR-301 (FH-111) at Jackson Meadow Reservoir.	Tahoe	Sierra	39.5	63.6
123	Washington Road	This route starts at the intersection with SR-20 and proceeds northerly 4.5 miles (7.2 km) over CR-637 to Maybert Road in Washington.	Tahoe	Nevada	4.5	7.2
124	Auburn-Soda Springs	This route starts at the interchange with I-80 in Auburn and proceeds northeasterly 48.8 miles (78.5 km) over Placer CR-0088, 16.4 miles (26.4 km) over Placer CR-6001 and 0.6 miles (1.0 km) over Nevada CR-669AA1 to intersection of Nevada CR-664AB1 near Soda Springs.	Tahoe	Placer Nevada	65.8	105.9
125	Hennes Pass Road	This route starts at the intersection with CR-270 (FH-126) near Stampede Reservoir and proceeds easterly 9.4 miles (15.1 km) over CR-860 to the Nevada State Line near Verdi, Nevada.	Tahoe Toiyabe	Sierra	9.4	15.1
126	Stampede-Smithneck	This route starts at the interchange with I-80 near Boca and proceeds northerly 5.3 miles (8.5 km) over Nevada CR-894, 8.0 miles (12.9 km) over Sierra CR-260/270 and 13.3 miles (21.4 km) over Sierra CR-860 to the intersection with SR-49 in Loyaltan.	Tahoe	Nevada Sierra	26.6	42.8

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
127	Dinkey Creek Road	This route starts at the intersection with SR-168 in Shaver Lake and proceeds easterly 10.8 miles (17.4 km) over CR-2440 to the Dinkey Creek Ranger Station.	Sierra	Fresno	10.8	17.4
128	Nine Mile Canyon	This route starts at the intersection with US-395 north of Pearsonville and proceeds westerly 9.9 miles (15.9 km) over Inyo CR-400 and 13.9 miles (22.4 km) over Tulare CR-J41 to the intersection with FDR-41 (Sherman Pass Road).	Sequoia	Inyo Tulare	23.8	38.3
129	Arroyo Seco Road	This route starts at the intersection with CR-G16 and proceeds westerly 5.2 miles (8.4 km) over CR-3050 to the entrance to the Arroyo Seco Campground.	Los Padres	Monterey	5.2	8.4
131	Lake Arrowhead-Summit Valley	This route starts at the intersection with SR-18 (FH-065) at Lake Arrowhead and proceeds northerly 8.0 miles (12.9 km) over SR-173 to the intersection with Grass Valley Road.	San Bernardino	San Bernardino	8.0	12.9
133	Long Valley Road	This route starts at the intersection with CR-860 (FH-125) and proceeds northerly 14.5 miles (23.3 km) over CR-570 to US-395 near the California/Nevada State line.	Toiyabe	Sierra	14.5	23.3
134	Blue Lakes Road	This route starts at the intersection with SR-88 west of Woodfords and proceeds 11.3 miles (18.2 km) southerly over CR-710 to the Lower Blue Lake Parking Area. (Note: this route was previously designated as FH-106)	Toiyabe	Alpine	11.3	18.2
135	Twin Lakes Road	This route starts at the intersection with US-395 in Bridgeport and proceeds southwesterly 13.3 miles (21.4 km) over CR-420 to the Mono Village Resort.	Toiyabe	Mono	13.3	21.4
136	Ice House Road	This route starts at the intersection with US-50 at Riverton and proceeds northerly 28.9 miles (46.5 km) over CR-147 to the entrance to the North Shore Campground at Loon Lake.	Eldorado	Eldorado	28.9	46.5
137	Wentworth Springs Road	This route starts at the intersection with SR-193 (FH-179) in Georgetown and proceeds easterly 30.3 miles (48.8 km) over CR-63 to the intersection with CR-710 (FH-136).	Eldorado	Eldorado	30.3	48.8
138	Mammoth Scenic Loop	This route starts at the intersection with SR-203 in Mammoth Lakes Village and proceeds northeasterly 5.8 miles (9.3 km) on the Mammoth Scenic Loop to the intersection with US-395. The Mammoth Scenic Loop is owned and maintained by the town of Mammoth Lakes.	Inyo	Mono	5.8	9.3
139	Patrick Creek Road	This route starts at the intersection with SR-199 at Patrick Creek and proceeds northerly 10.7 miles (17.2 km) over CR-316 to Oregon State Line.	Six Rivers	Del Norte	10.7	17.2
141	Ishi Pishi-Red Cap Road	This route starts at the intersection with SR-96 at Somes Bar and proceeds southwesterly 6.3 miles (10.1 km) on Siskiyou CR-1C01 and 6.3 miles (10.1 km) on Humboldt CR-9R100 (Ishi-Pishi Road) then crossing SR-96 in Orleans and continuing 0.9 miles (1.4 km) on Humboldt CR-8Q100 (Red Cap Road) to the end of the road near the confluence of Red Cap and Allen Creeks.	Six Rivers	Siskiyou Humbolt	13.6	21.9
142	Brannan Mountain Road	This route starts at the intersection with SR-96 near Willow Creek and proceeds westerly 5.4 miles (8.7 km) over CR-7M100 to the forest boundary.	Six Rivers	Humbolt	5.4	8.7

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
143	Patterson Road	This route starts at the intersection SR-299 near Willow Creek and proceeds northerly 0.9 miles (1.4 km) over CR-8N100 and 1.6 miles (2.6 km) over CR-8M130 to the intersection with FDR-4.	Six Rivers	Humbolt	2.5	4.0
144	Titlow Hill Road	This route starts at the intersection with SR-299 at Berry Summit and proceeds southeasterly 3.8 miles (6.1 km) over CR-7K100 and 5.5 miles (8.8 km) over FDR-1 to the intersection with Friday Ridge Road near Mud Lake.	Six Rivers	Humbolt	9.3	15.0
145	Friday Ridge Road	This route starts at the intersection SR-299 near Salyer and proceeds westerly 2.8 miles (4.5 km) over CR-8L100 to the intersection with FDR-6N14 at Fourmile Creek.	Six Rivers	Humbolt	2.8	4.5
147	Denny Road	This route starts at the intersection with SR-299 near Salyer and proceeds northeasterly 5.9 miles (9.5 km) over CR-402 to the intersection with FDR-4.	Six Rivers	Trinity	5.9	9.5
148	Van Duzen Road	This route starts at the intersection with SR-36 (FH-004) east of Dinsmore and proceeds southerly 14.6 miles (23.5 km) over CR-511 to CR-502 (FH-150).	Six Rivers	Trinity	14.6	23.5
149	Mad River Road	This route starts at the intersection with SR-36 (FH-005) east of Dinsmore and proceeds southeasterly 27.5 miles (44.2 km) over CR-501 to FDR-27N02 at the bridge over South Fork Mad River.	Six Rivers	Trinity	27.5	44.2
150	Alderpoint- Zenia- Ruth	This route starts at the intersection with Humboldt CR-C8C100 (FH-152) east of Alderpoint and proceeds easterly 5.1 miles (8.2 km) over Humboldt CR-FBC090, 6.1 miles (9.8 km) over Trinity CR-516 and 23.5 miles (37.8 km) over Trinity CR-502 to the intersection with Trinity CR-501 (FH-149) at Ruth.	Six Rivers	Humbolt Trinity	34.7	55.8
151	Zenia Lake Road	This route starts at the intersection with CR-202 (FH-150) near Zenia and proceeds southerly 15.9 miles (25.6 km) over CR-503 to the forest boundary east of Horse Ranch Peak.	Six Rivers	Trinity	15.9	25.6
152	Hoagland Peak Road	This route starts at the intersection with CR-516 (FH-150) east of Alderpoint and proceeds southerly 4.0 miles (6.4 km) over Humboldt CR-C8C100 and easterly over 6.1 miles (9.8 km) Trinity CR-519 to CR-503 (FH-151).	Six Rivers	Humbolt Trinity	10.1	16.3
153	Long Ridge Road	This route starts at the intersection with CR-503 (FH-152) at Hoaglin, and proceeds southeasterly 10.7 miles (17.2 km) over CR-520 to the forest boundary north of the Round Valley Indian Reservation.	Six Rivers	Trinity	10.7	17.2
154	Barry Creek Road	This route starts at the intersection CR-501 (FH-149) and proceeds southeasterly 0.6 miles (1.0 km) over CR-524 to the east end of the bridge over Barry Creek.	Six Rivers	Trinity	0.6	1.0
156	Crowder Flat Road	This route starts at the intersection with SR-299 west of Alturas and proceeds northerly 30.3 miles (48.8 km) over FDR-73 to CR-181 (South Main Road) at Janes Reservoir.	Modoc	Modoc	30.3	48.8
157	Jess Valley Road	This route starts at the intersection with US-395 at Likely and proceeds easterly 13.8 miles (22.2 km) over CR-64 to the Mill Creek Falls Campground.	Modoc	Modoc	13.8	22.2
158	Modoc Scenic Byway	This route starts at the intersection with SR-89 at Bartle and proceeds northerly 9.8 miles (15.8 km) over FDR-15, easterly 14.2 miles (22.8 km) over FDR-43N18 and 2.1 miles (3.4 km) over FDR 43N11 and northerly 25.8 miles (41.5 km) over FDR-49 to the southern boundary of Lava Beds National Monument.	Shasta Klamath	Siskiyou	51.8	83.3

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
159	Fender Ferry-Gilman Roads	This route starts at the interchange with I-5 near Salt Creek Lodge and proceeds easterly 15.1 miles (24.3 km) over CR-7H009 to the Mc Cloud River, easterly 29.0 miles (46.7 km) over FDR-27 and 3.0 miles (4.8 km) over CR-6L005 to the intersection with SR-299 south of Montgomery Creek.	Shasta	Shasta	47.1	75.8
160	Underwood Mountain Road	This route starts at the intersection with CR-301 (FH-114) east of Hyampom and proceeds northerly 24.8 miles (39.6 km) over FDR- 60 to the intersection with SR-299 near Burnt Ranch.	Trinity	Trinity	24.6	39.6
161	Round Valley Road	This route starts at the intersection with CR-122/56 at Paskenta and proceeds westerly 8.7 miles (14.0 km) over CR-55 to FDR-M4 at Bear Creek Junction.	Mendocino	Tehama	8.7	14.0
162	Ivory Mill Road	This route starts at the intersection with CR-306 (FH-163) near Elk Creek and proceeds westerly 4.8 miles (7.7 km) over CR-308 to the intersection with FDR-20N01 near the forest boundary.	Mendocino	Glenn	4.8	7.7
163	Elk Creek Road	This route starts at the intersection with SR-162 north of Elk Creek and proceeds southerly 17.7 miles (28.5 km) over Glenn CR-306 and 0.6 miles (1.0 km) over Colusa CR-32 to FDR-M10 (FH-166) in Stonyford.	Mendocino	Glenn Colusa	18.3	29.4
165	Elk Creek-Potter Valley	This route starts at the intersection with SR-20 in Upper Lake and proceeds northerly 33.7 miles (54.2 km) over Lake CR-301 and 8.9 miles (14.3 km) over Mendocino CR-240 to the intersection with Mendocino CR-245 in Potter Valley.	Mendocino	Lake Mendocino	42.6	68.5
166	Fout Springs Road	This route starts at the intersection CR-32 (FH-163) in Stonyford and proceeds westerly 7.7 miles (12.4 km) over CR-43A to the intersection with FDR-M10 at Fout Springs.	Mendocino	Colusa	7.7	12.4
167	Eagle Lake Road	This route starts at the intersection with SR-36 west of Susanville and proceeds northerly 34.4 miles (55.3 km) over CR-A1 to the intersection of SR-139 north of Eagle Lake.	Lassen	Lassen	34.4	55.3
168	Champs Flat Road	This route starts at the intersection with SR-44 and CR-A21 (FH-117) and proceeds northeasterly 4.5 miles (7.2 km) over CR-105 and 10.6 miles (17.1 km) over FDR-32N02 to the intersection with CR-A1 (FH-167).	Lassen	Lassen	15.1	24.3
169	Old Red Bluff Road	This Route starts at the intersection with SR-36/89 at Childs Meadow and proceeds easterly 3.0 miles (4.8 km) over Tehama CR-769, 7.5 miles (12.1 km) over Plumas CR-311 and 6.1 miles (9.8 km) over Plumas CR-312 to the intersection with SR-36 at Chester.	Lassen	Plumas Tehama	16.6	26.7
170	Through Route	This route starts at the intersection with SR-36 near Mineral and northerly 20.6 miles (33.1 km) over FDR-17 to the intersection with SR-44 east of Viola.	Lassen	Tehama Shasta	20.6	33.1
171	Skyway Road	This route starts at the intersection with Quartz Street in Stirling City and proceeds north 15.3 miles (24.6 km) over CR-51262 to the intersection with CR-91422 (FH-118) at Butte Meadows.	Lassen	Butte	15.3	24.6

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
172	Crescent Mills- Janesville	This route starts at the intersection with SR-89 near Crescent Mills and proceeds easterly 5.3 miles (8.5 km) over Plumas CR-A22, 6.1 miles (9.8 km) over Plumas CR-112, 4.1 miles (6.6 km) over Plumas CR-111, 11.4 miles (18.3 km) over FDR-43, 11.3 miles (18.2 km) over FDR-03, 3.0 miles (4.8 km) over FDR-01 and 4.2 miles (6.8 km) over Lassen CR-208 to the intersection with US-395 near Janesville.	Plumas	Plumas Lassen	45.4	73.0
173	Feather Falls Road	This route starts at the intersection with Butte CR-27581 (FH-174) near Hurlton and proceeds northeasterly 11.3 miles (18.2 km) over Butte CR-27672 to Feather Falls, 13.3 miles (21.4 km) over Butte CR-40805A, 20.0 miles (32.2 km) over FDR-27 and 5.1 miles (8.2 km) over Plumas CR-514 to the intersection with CR-511 (FH-120) north of La Port. (Note: CR-514 is part of former FH-104)	Plumas	Lassen Plumas	49.7	80.0
174	Forbestown Road	This route starts at the intersection with SR-162 east of Oroville and proceeds easterly 14.1 miles (22.7m) over Butte CR-27581, 2.3 miles (3.7 km) over Yuba CR-6 to La Porte Road (FH-120) west of Challenge. Exception: The section on La Porte Road (FH-120). It restarts at the intersection with La Porte Road (FH-120) in Challenge and proceeds southerly 11.2 miles (18.1 km) over Yuba CR-129 to the intersection with CR-8 (FH-105) east of Dobbins.	Plumas	Butte Plumas	27.6	44.4
175	Grizzly Road	This route starts at the intersection with SR-70 west of Beckworth and proceeds northerly 13.9 miles (22.4 km) over Plumas CR-112 to the intersection with FDR-10.	Plumas	Plumas	13.9	22.4
176	Frenchman Lake Road	This route starts at the intersection with SR-70 at Chilcoot and proceeds northerly 8.2 miles (13.2 km) over SR-284 to the intersection with FDR-11 at Frenchman Lake and then northerly 2.7 miles (4.3 km) over FDR-11, westerly 13.0 miles (20.9 km) over CR-101, westerly 2.7 miles (4.3 km) over FDR-28N03, northwesterly 9.4 miles (15.1 km) over FDR-26N04, southwesterly 1.3 miles (2.1 km) over FDR-70, and northwesterly 2.6 miles (4.2 km) over FDR-03 to the intersection with FDR-01 (FH-172) south of Antelope Lake.	Plumas	Plumas	39.9	64.2
177	Beckworth- Clover Valley	This route starts at the intersection with SR-70 near Beckworth northerly 9.4 miles (15.1 km) over CR-111 and 11.5 miles (18.6 km) over FDR-70 to the intersection with FDR-03 (FH-176).	Plumas	Plumas	20.9	33.6
179	Georgetown Road	This route starts at the intersection with SR-49 in Placerville and proceeds northerly 14.3 miles (23.0 km) over SR-193 to the intersection with CR-63 (FH-137) in Georgetown.	Eldorado	Eldorado	14.3	23.0
181	Grizzly Flat Road	This route starts at the intersection with US-50 east of Placerville and proceeds southeasterly 6.3 miles (10.1 km) over CR-84, south 1.0 miles (1.6 km) over CR-77, south 3.5 miles (5.6 km) over CR-E16, east 11.4 miles (18.3 km) on CR-100 to the intersection with FDR-61 near the forest boundary in Grizzly Flat.	Eldorado	Eldorado	22.2	35.7

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
182	Sly Park Road	This route starts at the intersection with US-50 east of Pollack Pines and proceeds southerly 4.6 miles (7.4 km) over CR-E16 to the intersection with FDR-5 at Jenkinson Lake.	Eldorado	Eldorado	4.6	7.4
183	Omo Ranch Road	This route starts at the intersection with SR-88 near Cooks Station and proceeds northwesterly 9.5 miles (15.3 km) over CR-35 to the intersection with CR-223 at Omo Ranch.	Eldorado	Amador Eldorado	9.5	15.3
184	Bear River Road	This route starts at the intersection with SR-88 southwest of Kit Carson and proceeds southeasterly 2.2 miles (3.5 km) over CR-244 to the Bear River Reservoir Dam.	Eldorado	Amador	2.2	3.5
185	Parrots Ferry Road	This route starts at the south end of the Parrots Ferry Bridge over the north Fork of the Stanislaus River and proceeds northerly 5.1 miles (8.2 km) over CR-35 to the intersection with SR-4 (FH-035) at Valecto.	Stanislaus	Calaveras	5.1	8.2
187	Boards Crossing Road	This route starts at the intersection with SR-4 (FH-035) at Dorrington and proceeds easterly 0.3 miles (0.5 km) over CR-409 to Muriettas Roost Road.	Stanislaus	Calaveras	0.3	0.5
188	Winton Road	This route starts at the intersection with SR-26 at West Point and proceeds northeasterly 1.9 miles (3.1 km) over CR-24 to CR-240.	Stanislaus	Calaveras	1.9	3.1
189	Long Barn Road	This route starts at the intersection with SR-108 (FH-038) north of Slide Inn and proceeds easterly 0.5 miles (0.8 km) over CR-A67300 and 2.5 miles (4.0 km) over CR-672000 to the east end of the bridge over the North Fork of the Tuolumne River.	Stanislaus	Tuolumne	3.0	4.8
190	Fish Hatchery Road	This route starts at the intersection with CR-460507 (FH-191) and proceeds northeasterly 1.8 miles (2.9 km) over CR-563400 to the end of county maintenance.	Stanislaus	Tuolumne	1.8	2.9
191	Buchanan Road	This route starts at the intersection with Carter Street in Tuolumne and proceeds southerly 9.9 miles (15.9 km) over CR-460507 to the south end of the bridge over the North Fork of the Tuolumne River.	Stanislaus	Tuolumne	9.9	15.9
193	Greeley Hill-Smith Station Road	This route starts at the intersection with SR-49 in Coulterville and proceeds northerly 12.2 miles (19.6 km) on Mariposa CR-132 and 1.9 miles (3.1 km) on Tuolumne CR-132 to the intersection with SR-120 (FH-038) at Smith Station.	Stanislaus	Tuolumne Mariposa	14.1	22.7
194	Buck Meadows Road	This route starts at the intersection with SR-120 (FH-039) east of Buck Meadows and proceeds 5.9 miles (9.5 km) southerly over CR-2 to CR-50.	Stanislaus	Mariposa	5.9	9.5
195	Big Creek Road	This route starts at the intersection with SR-168 (FH-048) north of Shaver Lake and proceeds northeasterly 16.7 miles (26.9 km) over CR-ZM2710 to SR-168 (FH-048) at Lakeshore.	Sierra	Fresno	16.7	26.9
196	South Fork Stanislaus River Road	This route starts at the intersection with Sugarpine Road (CR-560400) in Twain Harte and proceeds northwesterly 1.9 miles (3.1 km) over CR-561001 to the intersection CR-541100 and then east, north and then west 18.9 miles (30.4 km) over CR-541100 to the south end of the second crossing of the South Fork Stanislaus River at Italian Bar.	Stanislaus	Tuolumne	20.8	33.5
197	Lundy Canyon Road	This route starts at the intersection with US-395 north of Mono Lake and proceeds westerly 5.0 miles (8.0 km) over CR-S410 to the end of the road near Lundy Lake.	Inyo	Mono	5.0	8.0

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
199	Convict Lake Road	This route starts at the intersection with US-395 west of Lake the Mammoth Lakes Airport and proceeds southwesterly 2.2 miles (3.5 km) over CR-S301 the end of the road near Convict Lake.	Inyo	Mono	2.2	3.5
203	South Lake Road	This route starts at the intersection with SR-168 and proceeds southerly 7.0 miles (11.3 km) over CR-S2022 to Parchers Resort.	Inyo	Inyo	7.0	11.3
204	Glacier Lodge Road	This route starts at the intersection with US-395 at Big Pine and proceeds westerly 10.1 miles (16.3 km) over CR-S3002 to the end of the road near Glacier Lodge.	Inyo	Inyo	10.1	16.3
205	Onion Valley Road	This route starts at the intersection with US-395 at Independence and proceeds westerly 10.4 miles (16.7 km) over CR-S3047 to the Onion Valley Trail Head.	Inyo	Inyo	10.4	16.7
206	Whitney Portal Road	This route starts at the intersection with US-395 at Lone Pine and proceeds westerly 11.1 miles (17.9 km) over CR-S4018 to the Whitney Portal Trail Head.	Inyo	Inyo	11.1	17.9
207	Horseshoe Meadows Road	This route starts at the intersection with CR-S4018 (FH-206) and proceeds southerly 17.0 miles (27.4 km) over CR-S4017 to the Horseshoe Meadows Campground.	Inyo	Inyo	17.0	27.4
208	Plute Mountain Road	This route starts at the intersection with CR-475 (Walker Basin Road) and proceeds northeasterly 20.4 miles (32.8 km) over CR-601 to intersection with CR-539 (Kelso Valley Road).	Sequoia	Kern	20.4	32.8
209	Ranchera Road	This route starts at the intersection with SR-155 at Alta Sierra and proceeds southerly 2.2 miles (3.5 km) over CR-S465Z to Shirley Meadows Road.	Sequoia	Kern	2.2	3.5
210	Glennville- Wofford Heights	This route starts at the intersection with CR-110 (Dunlap Road) east of Glennville and proceeds easterly 18.5 miles (29.8 km) over SR-155 to the intersection with CR-495 in Wofford Heights.	Sequoia	Kern	18.5	29.8
211	Kernville-Pine Flat	This route starts at the intersection with CR-495 in Kernville and proceeds northerly 3.2 miles (5.1 km) over Kern CR-521, 21.6 miles (34.8 km) over Tulare CR-99 and 16.0 miles (25.7 km) over Tulare CR-M50 to the intersection with Tulare CR-M56 at Pine Flat.	Sequoia	Kern Tulare	40.8	65.6
213	Virginia Lakes Road	This route starts at the intersection with US-395 at Conway Summit and proceeds southwesterly 6.0 miles (9.7 km) over CR-S414 to the entrance to the Trumbull Campground near Virginia Lakes.	Toiyabe	Mono	6.0	9.7
214	Green Creek Road	This route starts at the intersection with US-395 in Bridgeport and proceeds southwesterly 8.0 miles (12.9 km) over CR-S416 to the end of the road near Green Lakes Resort.	Toiyabe	Mono	8.0	12.9
216	South Grade Road	This route starts at the intersection with SR-76 (FH-067) east of Pauma Valley and 11.0 miles (17.7 km) proceeds northeasterly over CR-S6 to the end of the route at the Mt. Palomar Observatory.	Cleveland	San Diego	11.0	17.7
217	Boulder Creek Road	This route starts at the intersection with SR-79 at Descano Junction and proceeds northerly 0.9 miles (1.4 km) over CR-E37 and 20.4 miles (32.8 km) over CR-E7 to the intersection with CR-E18 (Eagle Peak Road) in Pine Hills.	Cleveland	San Diego	21.3	34.3

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
218	East Pozo Road	This route starts at the intersection with CR-A3089 east of Pozo and proceeds easterly 16.8 miles (27.0 km) over CR-M3093 to the intersection SR-58.	Los Padres	San Luis Obispo	16.8	27.0
219	Hume Road	This route starts at the intersection with SR-180 north of Wilsonia and proceeds southeasterly 3.0 miles (4.8 km) over CR-ZM530 to the road to the Hume Lake Campground.	Sequoia	Fresno	3.0	4.8
221	East Grade Road	This route starts at the intersection CR-S6 (FH-216) at Birch Hill and proceeds southeasterly 10.7 miles (17.2 km) over CR-S7 to intersection SR-76 (FH-067) near Lake Henshaw.	Cleveland	San Diego	10.7	17.2
223	Fallen Leaf Road	This route starts at the intersection of with SR-89 at Camp Richardson and proceeds southerly 1.9 miles (3.1 km) over CR-1940 to the intersection of CR-2203 (Tahoe Mountain Road).	Eldorado	Eldorado	1.9	3.1
224	Bautista Canyon	This route starts at the intersection with SR-74 in Valle Vista and proceeds south 2.3 miles (3.7 km) over Fairview Avenue and southeasterly 18.3 miles (29.4 km) over CR-50198 to SR-371 west of Anza.	San Bernardino	Riverside	20.6	33.1
225	Scott River Road	This route starts at the intersection with SR-3 near Ft. Jones and proceeds northwesterly 30.4 miles (48.9 km) over CR-7F01 to the intersection SR-96 near Hamburg.	Klamath	Siskiyou	30.4	48.9
226	Tionesta Road	This route starts at the intersection with FDR-49 (FH-158), Powderhill Road, near Medicine Lake and proceeds easterly 10.0 miles (16.1 km) over FDR-97 and 13.3 miles (21.4 km) over Modoc CR-97 to the intersection with SR-139 east of Tionesta.	Modoc	Siskiyou Modoc	23.3	37.5
227	Blue Lake Road	This route starts at the intersection with CR-64 (FH-157) and proceeds south 8.1 miles (13.0 km) over CR-258 to the intersection with FDR-38N30 east of Blue Lake.	Modoc	Modoc Lassen	8.1	13.0
228	Parker Creek Road	This route starts at the intersection with US-395 in Alturas and proceeds easterly 20.3 miles (32.7 km) over CR-56 to the forest boundary.	Modoc	Modoc	20.3	32.7
229	Owens River Road	This route starts at the intersection with US-395 south of Crestview and proceeds easterly 14.0 miles (22.5 km) over CR-2072 looping southerly and then westerly 1.6 miles (2.6 km) over FDR-2017 back to US-395 north of the Mammoth Lake Airport.	Inyo	Mono	15.6	25.1
230	Castaic Cutoff	This route starts at the north end of the bridge over the spillway from Castaic Reservoir, northerly 6.4 miles (10.3 km) over Lake Hughes Road, easterly 2.1 miles (3.4 km) over FDR-5N3 and then northerly 11.5 miles (18.5 km) over San Francisquito Canyon Road to CR-N2 at Andrade Corner. (Note: this was formerly FH-107)	Angeles	Los Angeles	20.0	32.2
231	Cerro Noroeste Road	This route starts at the intersection with CR-364 at the Apache Saddle Guard Station and proceeds southerly to 7.5 miles (12.1 km) over CR-321 to the Campo Alto campground. (Note: this was formerly part of FH-95)	Angeles	Los Angeles	7.5	12.1

to comply with the Federal laws and the regulations in this part.

§ 1.5 Information furnished by State highway departments.

At the request of the Administrator the State highway department shall furnish to him such information as the Administrator shall deem desirable in administering the Federal-aid highway program.

§ 1.7 Urban area boundaries.

Boundaries of an urban area shall be submitted by the State highway department and be approved by the Administrator prior to the inclusion in a program of any project wholly or partly in such area involving funds authorized for and limited to urban areas.

§ 1.8 [Reserved]

§ 1.9 Limitation on Federal participation.

(a) Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State law, the regulations in this title, and policies and procedures prescribed by the Administrator. Federal funds shall not be paid on account of any cost incurred prior to authorization by the Administrator to the State highway department to proceed with the project or part thereof involving such cost.

(b) Notwithstanding the provisions of paragraph (a) of this section the Administrator may, upon the request of a State highway department, approve the participation of Federal-aid funds in a previously incurred cost if he finds:

(1) That his approval will not adversely affect the public,

(2) That the State highway department has acted in good faith, and that there has been no willful violation of Federal requirements,

(3) That there has been substantial compliance with all other requirements prescribed by the Administrator, and full compliance with requirements mandated by Federal statute,

(4) That the cost to the United States will not be in excess of the cost which it would have incurred had there been full compliance, and

(5) That the quality of work undertaken has not been impaired.

(c) Any request submitted under paragraph (b) of this section shall be accompanied by a detailed description of the relevant circumstances and facts, and shall explain the necessity for incurring the costs in question.

[38 FR 18368, July 10, 1973]

§ 1.11 Engineering services.

(a) *Federal participation.* Costs of engineering services performed by the State highway department or any instrumentality or entity referred to in paragraph (b) of this section may be eligible for Federal participation only to the extent that such costs are directly attributable and properly allocable to specific projects.

(b) *Governmental engineering organizations.* The State highway department may utilize, under its supervision, the services of well-qualified and suitably equipped engineering organizations of other governmental instrumentalities for making surveys, preparing plans, specifications and estimates, and for supervising the construction of any project.

(c) *Railroad and utility engineering organizations.* The State highway department may utilize, under its supervision, the services of well-qualified and suitably equipped engineering organizations of the affected railroad companies for railway-highway crossing projects and of the affected utility companies for projects involving utility installations.

(d) [Reserved]

(e) *Responsibility of the State highway department.* The State highway department is not relieved of its responsibilities under Federal law and the regulations in this part in the event it utilizes the services of any engineering organization under paragraphs (b), (c) or (d) of this section.

[25 FR 4162, May 11, 1960, as amended at 53 FR 18276, May 23, 1988; 57 FR 60728, Dec. 22, 1992; 66 FR 58666, Nov. 23, 2001]

§ 1.23 Rights-of-way.

(a) *Interest to be acquired.* The State shall acquire rights-of-way of such nature and extent as are adequate for the

construction, operation and maintenance of a project.

(b) *Use for highway purposes.* Except as provided under paragraph (c) of this section, all real property, including air space, within the right-of-way boundaries of a project shall be devoted exclusively to public highway purposes. No project shall be accepted as complete until this requirement has been satisfied. The State highway department shall be responsible for preserving such right-of-way free of all public and private installations, facilities or encroachments, except (1) those approved under paragraph (c) of this section; (2) those which the Administrator approves as constituting a part of a highway or as necessary for its operation, use or maintenance for public highway purposes and (3) informational sites established and maintained in accordance with § 1.35 of the regulations in this part.

(c) *Other use or occupancy.* Subject to 23 U.S.C. 111, the temporary or permanent occupancy or use of right-of-way, including air space, for nonhighway purposes and the reservation of subsurface mineral rights within the boundaries of the rights-of-way of Federal-aid highways, may be approved by the Administrator, if he determines that such occupancy, use or reservation is in the public interest and will not impair the highway or interfere with the free and safe flow of traffic thereon.

§ 1.27 Maintenance.

The responsibility imposed upon the State highway department, pursuant to 23 U.S.C. 116, for the maintenance of projects shall be carried out in accordance with policies and procedures issued by the Administrator. The State highway department may provide for such maintenance by formal agreement with any adequately equipped county, municipality or other governmental instrumentality, but such an agreement shall not relieve the State highway department of its responsibility for such maintenance.

§ 1.28 Diversion of highway revenues.

(a) *Reduction in apportionment.* If the Secretary shall find that any State has diverted funds contrary to 23 U.S.C.

#543942

126, he shall take such action as he may deem necessary to comply with said provision of law by reducing the first Federal-aid apportionment of primary, secondary and urban funds made to the State after the date of such finding. In any such reduction, each of these funds shall be reduced in the same proportion.

(b) *Furnishing of information.* The Administrator may require any State to submit to him such information as he may deem necessary to assist the Secretary in carrying out the provisions of 23 U.S.C. 126 and paragraph (a) of this section.

§ 1.32 Issuance of directives.

(a) The Administrator shall promulgate and require the observance of policies and procedures, and may take other action as he deems appropriate or necessary for carrying out the provisions and purposes of Federal laws, the policies of the Federal Highway Administration, and the regulations of this part.

(b) The Administrator or his delegated representative, as appropriate, is authorized to issue the following type of directives:

(1) Federal Highway Administration Regulations are issued by the Administrator or his delegate, as necessary, to implement and carry out the provisions of title 23 U.S.C., relating to the administration of Federal aid for highways, direct Federal programs and State and community safety programs; and title 49 U.S.C., relating to motor carrier safety; and other applicable laws and programs under his jurisdiction.

(2) Notices are temporary issuances transmitting one-time or short-term instructions or information which is expected to remain in effect for less than 90 days or for a predetermined period of time normally not to exceed one year.

(3) Orders are directives limited in volume and contain permanent or longlasting policy, instructions, and procedures. FHWA Orders are to be used primarily as internal FHWA directives.

EMERGENCY HIGHWAY REPAIR #546161

INTERAGENCY NOTIFICATION

Information only ☐

Regulatory response
needed ☐



INITIAL ☐
UPDATE ☐
FINAL ☐

Note box #'s: _____

DATE			
LOCATION			
County	Route	Postmile	
LOCATION NAME/DESCRIPTION			
TYPE OF FAILURE OR RISK			
PRIMARY CONTACT	Phone Number	Fax Number	e-mail

Emergency Declaration:

- ☐ CT Director's Order
- ☐ Governor Declaration
- ☐ Presidential Declaration

Urgency:

- ☐ No formal declaration, however, essential services, highway reliability and/or safety at imminent risk
- ☐ Declaration pending

State Lead Agency: **CALTRANS**

Federal Lead Agency: **FHWA**

Event:

- ☐ Storm
- ☐ Flood
- ☐ Landslide
- ☐ Earthquake
- ☐ Other

Status of Commencing Work:

- ☐ Has already begun
- ☐ Is expected to begin within 48 hours
- ☐ Is expected to begin beyond 48 hours from now

Work is required for:

- ☐ Immediate protection of life/property
- ☐ Maintain essential service
- ☐ Prevent an emergency/imminent risk of failure or further damage

Status of Highway Traffic

- ☐ Traffic remains open in two directions
- ☐ Limited with one-way traffic control
- ☐ Highway is closed in both directions
- ☐ Satisfactory detour ☐ is ☐ is not available at this time

Restoration of safe, reliable, two-way travel anticipated to be completed:

- ☐ Single phase- Full Opening
- ☐ Two phases- Emergency Opening/Full Opening
- ☐ Not yet determined
- ☐ Not Applicable

Comments:

***Please acknowledge receipt—sign and return by fax this sheet ***

Name	Title	Organization	Date
------	-------	--------------	------

Regulatory Jurisdiction & Application of Emergency Provisions

Coastal Act

☐ CA Coastal Commission

Jurisdiction by

- ☐ Location-original jurisdiction
- ☐ Property ownership – federal land

Type of Authorization

- ☐ Exemption
- ☐ Emergency Authorization only
- ☐ Emergency Authorization w/follow-up CDP
- ☐ Waiver of federal consistency determination

☐ Local Agency _____

- ☐ Exemption
- ☐ Emergency Authorization only
- ☐ Emergency Authorization w/follow-up CDP

Clean Water Act/Rivers & Harbors Act

☐ US Army Corps of Engineers – Sec 404, Sec 10

- ☐ NWP 23 (Categorical Exclusion)
- ☐ Other

☐ Regional Water Quality Control Board – Sec 401

- ☐ Emergency Certification
- ☐ Waiver of Certification

National Marine Sanctuaries Act

☐ Monterey Bay Nat' Marine Sanctuary

- ☐ Waiver/exemption
- ☐ Authorization of CDP

California Fish and Game Code

☐ CA Dept of Fish & Game

- ☐ Waiver
- ☐ Maintenance MOU
- ☐ 1601 Agreement

Special Status Species

Consultation Req'd: ☐ Yes ☐ No

- ☐ US Fish and Wildlife Service
- ☐ National Marine Fisheries Service
- ☐ California Department of Fish and Game

Property Involvement

Work confined within State R/W: ☐ Yes ☐ No

State Lands

- ☐ California State Lands Commission
- ☐ California Dept of Parks & Recreation
- ☐ Other _____

Federal Lands

- ☐ US Forest Service
- ☐ Other _____

Private

- ☐ Highway on private easement

PRELIMINARY RESPONSE

CA Coastal Commission – Date:

- ☐ Concur
- ☐ Do not Concur
- ☐ No additional authorization req'd to proceed
- ☐ Further authorization req'd to proceed

Local Agency-Date:

- ☐ Concur
- ☐ Do not Concur
- ☐ No additional authorization req'd to proceed
- ☐ Further authorization req'd to proceed

US Army Corps of Engineers-Date:

- ☐ Concur
- ☐ Do not Concur
- ☐ No additional authorization req'd to proceed
- ☐ Further authorization req'd to proceed

RWQCB-Date:

- ☐ Concur
- ☐ Do not Concur
- ☐ No additional authorization req'd to proceed
- ☐ Further authorization req'd to proceed

MBNMS-Date:

- ☐ Concur
- ☐ Do not Concur
- ☐ No additional authorization req'd to proceed
- ☐ Further authorization req'd to proceed

CA Dept of Fish & Game-Date:

- ☐ Concur
- ☐ Do not Concur
- ☐ No additional authorization req'd to proceed
- ☐ Further authorization req'd to proceed

Property Owner-Date:

- ☐ Concur
- ☐ No additional authorization req'd to proceed
- ☐ Do not Concur
- ☐ Further authorization req'd to proceed

BOX 1	DESCRIPTION OF DAMAGE OR IMMINENT THREAT
To Facility:	
To Surrounding Area:	
Available background information, including information on previous damage or repairs, if applicable.	
Attach photographs	

BOX 2	GENERAL DESCRIPTION OF SITE CONDITIONS
Describe the existing condition of the site, including wetlands, channels, streams, ponds, seeps and ditches, and other jurisdictional features. Include information on elevations, vegetation, property use, and structures.	

BOX 3	PROJECT INFORMATION
Date of damage: Proposed reconstruction starting date:	
Estimated duration of activity: <input type="checkbox"/> Within the Season (approx 2 wks) <input type="checkbox"/> Within the Year <input type="checkbox"/> Multi-year	
A capital improvement project previously identified (but not yet constructed) at this location: <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, indicate phase of review and attach additional information:	
<input type="checkbox"/> Scoping <input type="checkbox"/> Project Development <input type="checkbox"/> Project Approved <input type="checkbox"/> Design <input type="checkbox"/> Advertising Contract	

BOX 4	PRELIMINARY DESCRIPTION OF ANTICIPATED WORK
Include preliminary evaluation of whether initial response work will accomplish restoration of 2-lanes of traffic, or if additional work will be necessary to ensure reliability and safety.	
Attach figures and maps, if available—	

BOX 5	REMOVAL AND DEPOSIT OF MATERIAL
Material (rock, soil) has or will be deposited below the ordinary high water line for <u>fresh waters</u> ?	
<input type="checkbox"/> Yes or <input type="checkbox"/> No	
If yes, <input type="checkbox"/> As a direct result of the event <input type="checkbox"/> Related to necessary repair	
Material (rock, soil) has or will be deposited below mean high water line for <u>tidal waters</u> ?	
<input type="checkbox"/> Yes or <input type="checkbox"/> No*	
If yes, <input type="checkbox"/> As a direct result of the event <input type="checkbox"/> Related to necessary repair	
Mechanical material removal/excavation required <input type="checkbox"/> Yes or <input type="checkbox"/> No	
If yes, <input type="checkbox"/> loose material naturally deposited <input type="checkbox"/> into more stable material	
Preliminary volume estimate:	
Volume of material to be <u>deposited</u> : cubic yards (rock)	
Volume of material to be <u>excavated</u> : cubic yards	
Amount of material below the ordinary high water mark or high tide line: cy , acres	
Type of material (rock/soil/debris): Material source:	
Length of disturbance along roadway (from damage & repair combined): linear feet (approx)	

BOX 6 IMPACTS ON TIDAL WATERS, WETLANDS OR MARINE SANCTUARY

Will the proposed work have temporary or permanent impacts, beyond the damage caused by the event, to wetlands, including seasonal wetlands, or within tidal or submerged lands: (i.e. additional impacts from repair)? ☐ Yes ☐ No

Will the proposed work have temporary or permanent impacts, beyond the damage caused by the event, to resources protected by the National Marine Sanctuary: (i.e. additional impacts from repair)? ☐ Yes ☐ No

If yes, please describe the resource; include one or more photographs of the existing conditions.

BOX 7 IMPACTS TO FRESH WATER DRAINAGES

Will the project or activity involve work in the bed, bank or channel of a river, stream (including seasonal streams), of extent or intensity beyond the damage caused by the event? ☐ Yes ☐ No

If yes, describe existing and proposed conditions.

Preliminary estimate of linear feet along the waterway that are involved -- ft.

BOX 8 POTENTIAL FOR IMPACTS TO SENSITIVE SPECIES OR HABITAT

List any state and/or federally listed species and/or associated habitat that occurs or may occur on the project site. If a federal or state listed species is being impacted, please provide a brief description of the habitat:

US Fish and Wildlife Service protocol surveys for the possible listed species have previously been conducted for this area?

☐ Yes, attached ☐ No

National Marine Fisheries Service—consultation on Essential Fish Habitat is required:

☐ Yes ☐ No

BOX 9 POTENTIAL FOR IMPACTS TO CULTURAL RESOURCES

Describe the potential for cultural, historic or prehistoric properties or resources within the project area:

A survey for cultural resources has been conducted: ☐ Yes ☐ No

Consultation is required: SHPO ☐ Yes ☐ No ACHP ☐ Yes ☐ No

BOX 10 NOTIFICATION PREPARED BY

Name: _____
Position: _____ Signature: _____ Date: _____

Mailing Address

Work Phone

Fax #

E-mail Address

Attachments:

1.2.1 Two-Lane Conventional Highways

RRR criteria apply to all structure and roadway RRR projects on two lane conventional highways, three lane conventional highways not classified as multilane conventional highways.

RRR design criteria also apply to certain damage repair, protective betterment, operational improvements and safety-funded non-freeway projects as defined below:

- All projects costing less than the Minor A limit (excluding the cost of Right of Way and Environmental Mitigation).
- Projects costing more than the Minor A limit, not involving extensive grading, paving, or retaining structures that are not spot locations.
- Projects costing up to \$2.5 million (including the cost of Right of Way and Environmental Mitigation) that are considered spot locations, up to approximately one kilometer in length. (Examples include: storm damage repair, curve improvements, adding turn pockets, misc. pavement widening, culvert replacement, and rock slope protection projects.) In some instances, projects with higher costs may use RRR criteria if approved by the Headquarters Design Coordinator.
- For the purpose of these design criteria, Permanent Restoration (PR) projects due to fire, earthquake, slides or storm damage that do not include structure work such as walls or bridges do not fall in the category of RRR design criteria and may be restored to the condition prior to the damage. If PR projects are adequately justified and approved by the Headquarters Design Coordinator and FHWA, they may be restored to RRR standards. All other damage repair projects are required to meet RRR criteria including structure work.

Capital Preventative Maintenance (CAPM) projects are not covered by this document. See the PDPM and Maintenance's CAPM Guidelines for information regarding CAPM projects.

1.2.2 Multilane Conventional Highways, Freeways, and Expressways

RRR projects on multilane conventional highways, freeways, and expressways are required to meet current geometric standards for new construction. In addition to the HDM, see Section 6 "Miscellaneous RRR Design Items for Freeways and Expressways" for other guidance.

1.3 References

Refer to the PDPM for procedures necessary to develop a Project Initiation Document (PID), which is a Project Scope Summary Report (PSSR) for RRR projects.

Additional information regarding highway design for RRR projects can be found in Chapter 4, "Rural Highways," of AASHTO's "Highway Safety Design and Operations Guide," AASHTO's "Roadside Design Guide" - - the latest editions can be found at <https://www.transportation.org/publications/bookstore.nsf/Home?OpenForm> . Other references include: DIB 82 "Pedestrian Accessibility Guidelines for Highway Projects," Storm Water Quality Handbook "Project Planning and Design Guide," the Headquarters Pavement Design website, and "Guidelines for Reconstruction of Intersections," August 1985, available through Headquarters Traffic Operations.